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BOSTON
MASSACHUSETTS

BY GEO. W. ENGELHARDT. ISSUED UNDER THE
SUPERVISION OF THE BOSTON CHAMBER OF
COMMERCE FOR GENERAL CIRCULATION
THROUGH THE BUSINESS COMMUNITY
MDCCLXCVII



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GREATER BOSTON.

Area (29 cities and towns), 273.07 sq. miles: population, 1895, 980,000
 tax valuations, 1895, \$1,395,518,097.

STATISTICS.

Metropolitan District Commission Report, 1896.

Cities.	Area, sq. miles.	Population, State Census of 1895.
Less Boston	43.2	494,205
(Population, 1895, \$951,367,928.)		
Metropolitan District,	154.27	846,538
" " "	251.31	974,819
" " "	400	1,019,248
" " "		687,000
(Estimated.)		
" " "		600,000
(Estimated.)		

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PREFATORY ANNOUNCEMENT OF THE PUBLISHER. — THE BOOK, ITS SPONSORS AND PURPOSE — WITH A WORD ALSO AS TO THE SUBSCRIBERS, THEIR REPRESENTATION AND ILLUSTRATIONS.



THE purpose of this book is to show, as graphically as possible, in an account of the present condition and prospects of BOSTON, that city's march in advance.

It was compiled and has been issued under the supervision of the BOSTON CHAMBER OF COMMERCE, the strongest, numerically, and most influential commercial body in New England, and therefore, virtually bears an official stamp.

It is not a book of "write-ups," although, along with scores of views of general character, it contains an extensive gallery of business portraits and engravings of business houses, the whole combining in effect to picture this important centre of life and trade as it is to-day; and although, necessarily also, in it incidental reference is made to schools, banks, transportation companies, and other notable local business institutions and concerns. But with these exceptions, no recognition editorially is accorded the subscribers to the work beyond the brief explanatory titles under their cuts.

William F. Robinson
President, Boston Chamber of Commerce,
and ex-officio Chairman Supervising Committee.

Elwyn G. Preston
Secretary Boston Chamber of Commerce.



Geo. W. Engelhardt
Publisher of the Book.

JANUARY, 1897.

BOSTON THE "HUB"

A BIRD'S-EYE VIEW.



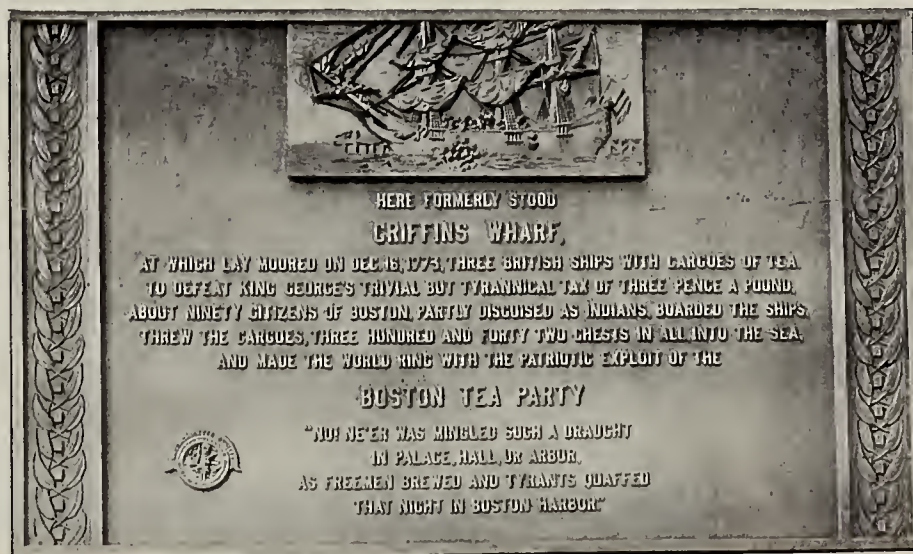
OLD "POWDER HOUSE," Somerville Suburb.
Colonial, of unknown antiquity.

THE City of Boston, the "Hub"! Felicitous conceit! A Yankee notion, so to speak, the caveat of facetious Dr. Holmes. A simile and surname too, of literary coinage, befitting a great literary seat; a classic epigram, and civic sobriquet, which describes this city, — Topography, Commerce, Social Side and all, — literally, "in a word."

It is a text, this of the "Hub," to be sure, already pretty thoroughly threshed; in skits, in pamphlets, histories, guides, *et id.*, of which, apparently, there is, and like to be, no end. And yet a subject, in whose very growth, with betterment and change thereby, of which there must be something, always, left unsaid. Our theme then, let us say, is Boston up to date; which date, to make all clear, is 1897.

The Boston of the present day is, in its make-up, a many-in-one, embracing, besides the city proper, some twenty-five or thirty faubourgs, clustering thickly round it like kernels upon a cob. City and suburbs,

speaking at large, cover compactly an area of about ten miles square, and scatteringly, several miles more. They are a union in law for certain purposes, such as sewerage, water-supply, parks, etc., and practically one as to postal and street-car service, although in other respects distinct; comprising, as a whole, one community and trade centre, one city in fact; the so-called Greater Boston, of which Boston proper is the heart and "Hub."



"TEA PARTY" TABLET, Atlantic Avenue.



STATUE OF SIR HARRY VANE, Public Library.
By MacMonnies.

This Greater Boston is big. It is a hive, city and suburbs, of more than a million souls; the core of New England, one



THE STATE HOUSE, Summit of Beacon Hill.

The "Bulfinch Front," whose corner-stone was laid in 1795. "The Hub," said Dr. Holmes, "of the Solar System."

hundred and ninety-five millions of dollars, and it counts among its residents a hundred and fifty reputed millionaires. It is the second American port, with a foreign trade of a hundred and seventy-five millions annually, and a maritime total of more than twice that sum. As a banking centre it is also next New York, with clearings ranging from four to five billions a year. Its jobbing trade is five hundred millions, its manufactures four hundred millions, and the grand aggregate of its business is in excess of fifteen hundred millions a year.

of the busiest factory districts of the Globe; a great trade and money centre and port; conspicuously a city of piled-up wealth, financial means, and power.

Its valuations for taxes are thirteen

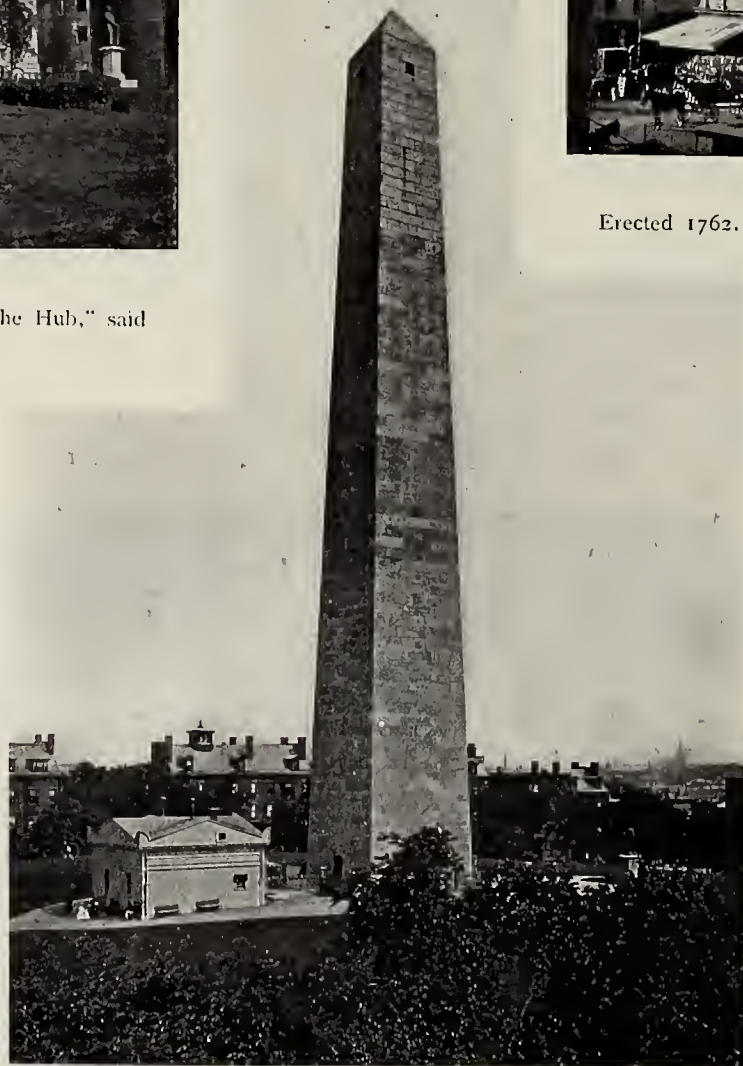


FANEUIL HALL, the "Cradle of Liberty."

Erected 1762. Historical as a Public Market and place of Popular Assembly.

A "Hub," truly, you must admit, in these regards; eminently a rich, prosperous, and solid "Hub."

And over and above these elements of ascendancy, it has distinction, among its sister cities, of its own. It is a great seat of educational institutions, a publishing centre, a luxurious city, in which flourishes authorship, controversy, music, architecture, art; herein become, as to the country a large, an educational source and "Hub." It is liberal and modern, progressive, open to innovation, many-sided in some respects original and unique; and is, moreover, storied and time-honored, a city of patriotic traditions and relics,

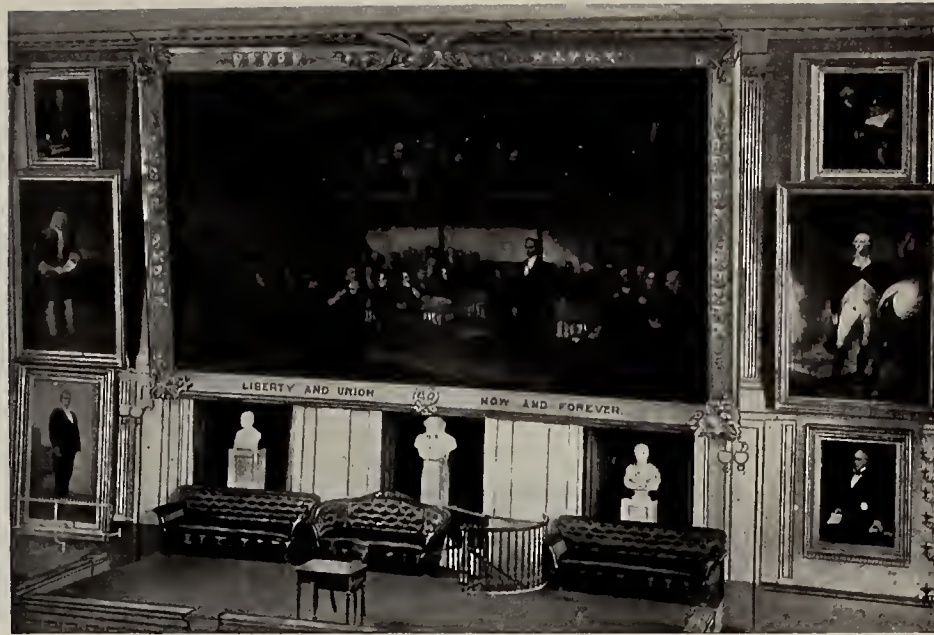


BUNKER HILL MONUMENT, Charlestown.

A hollow shaft, 30 feet square at the base and 221 feet high.

famous names; in the galaxy of the greater American cities shining with no reflected light; and if not the most typical American city, a city, all in all, whose striving is to be the best and highest type.

It is this Boston sur-named, and well named, the "Hub," which, in its present condition and estate, we shall endeavor, first of all, briefly to describe.



INTERIOR VIEW, FANEUIL HALL. The Rostrum.

"GREATER BOSTON."—IN THE NATURE OF A BIRD'S-EYE VIEW.

From Lynn and Swampscott, on the North Shore of Massachusetts Bay, to Quincy and Weymouth at the South, is a distance, as the crow flies, of fifteen miles. This distance the Greater Boston easily bestrides.



THE OLD STATE HOUSE, head of State Street.
Built in 1731. Restored in 1882. Now used as Museum of Local Antiquities.



DORIC HALL IN PRESENT STATE HOUSE.

Copyright, N. L. Stebbins.



STATUE OF GENERAL WARREN, Charlestown.

Inland, from the shore line also, it stretches nearly as far, embracing, in one extensive and varied metropolitan panorama, one whole county—the county of Suffolk—and three others in part,—Middlesex, Norfolk, and Essex,—and thirty-three cities and towns.

Boston proper centres this far-reaching prospect, and is the nucleus of the metropolis. It has a half, fully, of the population of Greater Boston, and is, for one and all of its components, the business site, although, to be sure, many of the factories now are in the outer parts. It fronts—the city proper—on Boston Harbor, which is an arm of Massachusetts Bay; rising

from the water solidly tier on tier on every hand and side; brave with the innumerable pinnacles and lofty spires of architectural piles; and not without its salient specimens, also, of the modern “sky-scraper,” towering head and shoulders, and dominating over all.

The suburbs of Boston—if from this solid phalanx suburbs may be segregated—are of two principal classes: those like Chelsea, Brookline, and Cambridge, which are simply extensions of the city proper due to its growth (residence suburbs chiefly), and those which, like Lynn, Waltham, Quincy, and Malden, in its growth it has overtaken if not enclosed. Some of these suburbs rank, as to population, in the classification of cities,—Cambridge, for instance, which has suburbs of its own,—and in general it is but a dim partition which divides them,—home pride only it may be,—a sentimental line.



“MAID OF THE MIST” and Ball’s Equestrian WASHINGTON, Public Garden.



Copyright, N. L. Stebbins.

HALL OF THE HOUSE OF REPRESENTATIVES, State House.



BOSTON COMMON, Charles Street Mall.

The Common covers forty-eight acres of the heart of the city. It is a Common in reality as well as name.

The situation is, briefly, very much as in New York, viz.: an annexation agitation long drawn out; the objectors chiefly the minor parts; differences as to taxes, liquor license, etc., furnishing the grounds. During many sessions of the General Court or Legislature of the State the issue of consolidation has been discussed. At the latest (1896), it went over for twelve months more. A Greater Boston Commission, with power to prepare a plan for union, has also had the subject in hand. And at all events a long stride has been taken toward consolida-



NORUMBEGA TOWER, Charles River.

Supposed landing of the Norsemen, A.D. 1000.

tion eventually, in the federation for sewer, water, and park purposes, etc., already formed.

To simplify description of the Greater Boston we reproduce on page 2, from one of the official reports, a diagram which shows at a glance the formation and components of the metropolis. The following table gives its divisions by name, with their population, principal business, and manner of organization:



BOSTON COMMON. The Telescope Man.



QUINCY or FANEUIL HALL MARKET.

THE GREATER BOSTON.

Name.	Form of Organization.	Situation and Distance from Boston City Hall.	Description and Business.	Population, State Census, 1895.
1 Boston Proper ¹				494,205
2 Cambridge	City	Contiguous territory	Residence city, miscellaneous manufactures, and seat of Harvard University	81,519
3 Lynn	"	10 miles N.E.	Shoe manufactures (twenty-five millions annually)	62,355
4 Somerville	"	2 " N.W.	Packing, foundries, etc., and residence place	52,193
5 Chelsea	"	4 " N.E.	Residence and manufacturing place	31,295
6 Malden	"	4 " N.	Manufactures rubber goods	29,706
7 Newton	"	7 " S.W.	General manufactures; residence suburb	27,622
8 Quincy	"	8 " S.E.	Granite quarries; shoe manufacturing	20,712
9 Waltham	"	10 " N.W.	Watch manufacturing; cotton mills	20,877
10 Everett	"	3 " N.E.	General manufactures	18,578
11 Brookline	Town	Adjoining City Proper	"Swell" residence district	16,159
12 Medford	City	5 miles N.W.	Miscellaneous manufacturing; Tufts College	14,480
13 Woburn	"	10 " N.W.	Leather manufactures	14,176
14 Melrose	Town	7 " N.E.	Shoe and rubber manufactures	11,976
15 Hyde Park	"	10 " S.E.	Manufactures and residence suburb	11,828
16 Revere	"	4 " N.E.	Residence suburb and summer resort	7,437
17 Watertown	"	8 " W.	Manufactures and U.S. Arsenal	7,778
18 Wakefield	"	10 " N.	Manufactures and residence suburb	8,309
19 Arlington	"	6 " N.W.	Manufactures, market gardening, and residence suburb	6,515
20 Stoneham	"	10 " N.	Shoe manufactures	6,278
21 Winchester	"	8 " N.E.	Manufactures	6,143
22 Milton	"	7 " S.W.	Manufactures	5,518
23 Saugus	"	10 " N.E.	Manufactures of woollen goods (adjoining Lynn)	4,504
24 Winthrop	"	3 " N.	Beach and residence district (adjoining Chelsea)	4,192
25 Swampscott	"	12 " N.E.	Summer resort (east of Lynn)	3,257
26 Belmont	"	7 " N.E.	Market gardens and residence (next west of Cambridge)	2,843
27 Nahant	"	10 " (by water) N.W.	Summer resort, ocean side	846
Total population, Metropolitan District, or "Greater Boston," 1895				971,512
To which sum total may be added also the following:				
28 Weymouth		12 miles S.		11,285
29 Dedham		12 " S.E.		7,218
30 Braintree		10 " S.		5,310
31 Wellesley		15 " S.W.	Seat of famous women's college of that name	4,229
32 Norwood		14 " S.W.		4,574
33 Lexington		11 " N.W.	Revolutionary battle-ground	3,497
Total				33,113
Making the grand total of the population of Greater Boston				1,007,625

¹Including the divisions of East and South Boston, Charlestown, Roxbury, Dorchester, Brighton, Allston, etc.



VIEW FROM THE STOCK EXCHANGE.

Showing the Ames Building, Old State House, and other landmarks of the city.



STATE STREET, Wholesale Quarter.

From Broad Street, north.



SUMMER STREET, Shoe and Leather District.



(11)

TREMONT STREET, corner of Park.

The area of Boston proper is 43 square miles; of the metropolitan district 273 square miles, as shown in the diagram on page 2. Of the cities and towns commonly considered components of the Greater Boston, nineteen are in the metropolitan sewer district, with a population of 846,538; twenty-eight are in the metropolitan water district, with a population of 974,819; thirty-seven are



THE CUSTOM HOUSE, State Street.
A Doric structure, begun in 1837, and finished in 1847, at a cost of \$1,000,000.

in the metropolitan park district, with a population of 1,019,248. The metropolitan postal service has been extended also, until it covers, like a blanket, an area of the Greater Boston about eleven miles square, with a population of 687,000; and a single street-car system, that of the West End Street Railway Company, with its suburban connections, practically ramifies the whole.



CONGRESS STREET. — Wholesale Quarter.
District of the Paper Trade.



CONGRESS STREET. — Wholesale Quarter.
Leather, Shoe, and Rubber Goods Trades.



PAUL REVERE.

Revolutionary Leader, 1775. Grand Master Masonic Order, 1795. President of Massachusetts Charitable Mechanics Association, 1795-1799. Founder of the Revere Copper Co., Blake Bell Co., etc.

"Listen, my children, and you shall hear
Of the midnight ride of Paul Revere."

BOSTON is venerable; this September, 1896, is its two hundred and sixty-sixth year. It was settled first in what is now the Charlestown division of the city, and a year later was regularly founded by John Winthrop and his Puritan associates on the "narrow, pear-shaped peninsula," where, to-day, its vast and varied wholesale and financial traffic is condensed.

And not uneventfully over it have these two centuries, and two-thirds of another, passed. Here, slowly, during the century and a half of continuous resistance to Crown encroachments, in the Colonial period, the Revolution smouldered. Here Andros was deposed in 1689, and here, in 1765, the Sons of Liberty assembled. Here occurred, in 1773, the Boston Tea Party; here Bunker Hill was fought in 1775. Here lived Samuel Adams, John Hancock, Paul Revere, Glover, Warren, and Prescott, and here Franklin was born. Here Webster rose. And here, in the forefront of the anti-slavery agitation, Phillips, Sumner, and Garrison figured.

Here were introduced those forms of representative government which, but little elaborated through changing times and changing circumstances, make, substantially, the national fabric to-day. Here the

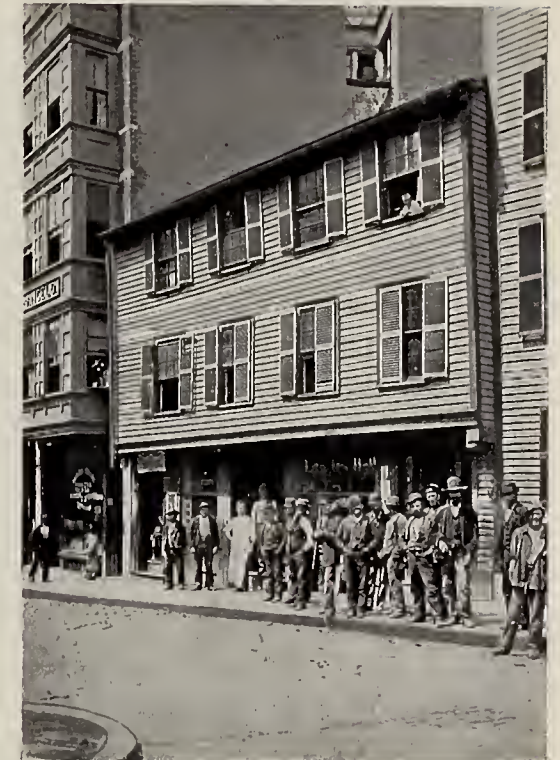
free school system of the country originated, and has had its fullest development. And here, in the growth of taste with wealth and increasing luxury, the first fostering was afforded to native letters, art, and song. Here, too, in the face of much that was unpropitious, the thrifty Yankee business character has been developed, — shrewd and progressive, embarking boldly in the great shipping trade of the palmy days before the war; in manufactures also, as with fast internal growth the home market extended; in railroads later, when their day came; and with larger resources accumulated, turning last to finance and big corporate enterprises.

Before the Revolution, Boston, in population and influence, was the first town in the Colonies;



OLD NORTH CHURCH, Salem Street.

From which, in 1775, Revere's signal lights were hung.



PAUL REVERE'S HOUSE, North Square.

hence it is that so much of its story, in those times that tried men's souls, is the history of the country. As a centre of trade, it was then likewise of prime importance. From the beginning its commerce was maritime largely; a branch of business which, we are

told, its circumstances and situation favored. "It was dependent on the Old Country for supplies; the gold which had allured some of the first settlers was lacking; the fur trade was scarcely more remunerative; and the Colonists were, perforce, compelled to look for the staples of foreign barter, and for the sources of their wealth, to the forest and the sea." Thus began the fisheries and lumber business of New England, centring at Boston, and both still, after these two hundred and sixty years' exploiting, in fairly flourishing condition.

Ship-building early sprang into prominence as an industry. The first vessel to hail from this port, the "Blessing of



STATUE OF WINTHROP, by Greenough, Scollay Square.

Duplicate of the one in the Capitol at Washington.

the Bay," was a coaster, launched at what is now Medford (then Mystic) in 1631. Foreign trade began here practically in 1642, when a large ship for those days, laden with fish, was despatched to Spain, where her



FOREFATHERS' MONUMENT, Plymouth.

Erected by the Pilgrim Society. Of granite, 81 feet high. By Hammett Billings.



COPP'S HILL CEMETERY, North End.

The stone in the foreground still shows the marks of British bullets.

cargo was disposed of to advantage. She returned with wine, fruits, oil, and wool, and her success encouraged other ventures.

In the later years of the seventeenth century, trade connections were made with the West Indies and Spanish Main, relations with which parts are maintained

to this day, and the fisheries rapidly developed. By the middle of that century, what with coastwise and foreign shipping, Boston had acquired the appearance of a considerable city, and at its close, with a fleet of 194 vessels, large and small, and all home built,



ALEX. HAMILTON, by Dr. Rimmer.
Commonwealth Avenue.



JOHN GLOVER, by Milmore.
Commonwealth Avenue.

could boast that it had then eclipsed New York as a port and centre of trade.

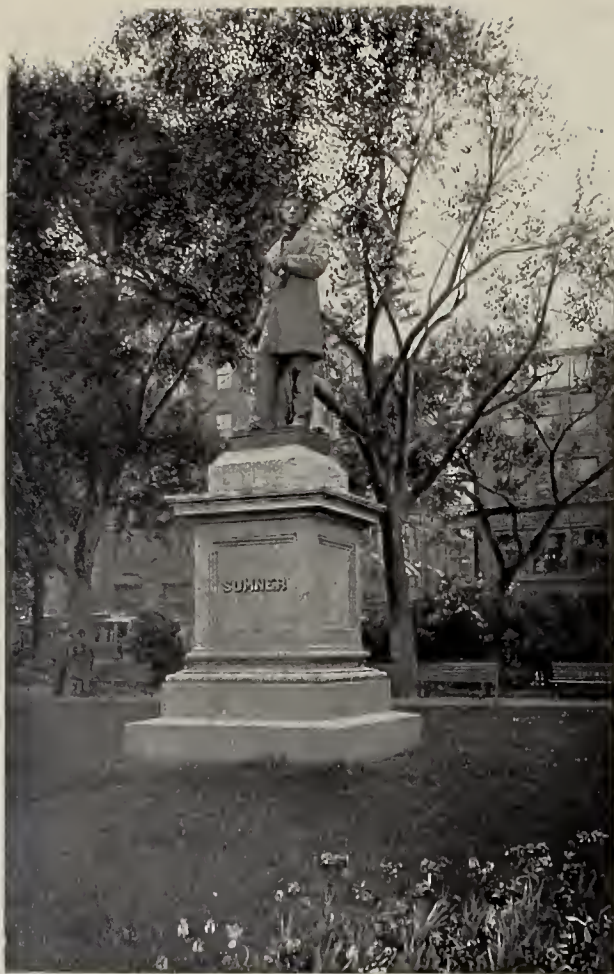
The city's shipping business suffered naturally during the Revolution, but at its close rapidly revived; and while the European wars prevailed, on the heels of the French Revolution, the carrying trade was thrown largely into American hands, a state of affairs which the merchants of Boston were not slow to grasp. Between 1790 and 1800 about 570 vessels in the foreign carrying-trade arrived annually;

and between 1800 and 1810 nearly 800 a year. But the War of 1812 — more especially the embargo preceding it — had a very depressing effect upon Boston's ocean commerce, and it was not until 1820 that it began to regain its old-time prestige at sea.

In 1835 the foreign arrivals were not



COL. WILLIAM PRESCOTT, by Story.
In front of Bunker Hill Monument.



SUMNER, by Ball.
Public Garden.

some fully equipped within ninety days from laying the keel, and many new shipping-houses were established, one or two of which continue to this day.

In 1842 there were in Boston 142 commercial and 89 commission houses engaged in foreign trade, with a capital of \$11,676,000; 572 retail stores, with

far short of 1,200; in 1843 they were 1,688, with a tonnage of 193,500. Shipments to the far East began as early as 1787. In 1827 the first New England cotton goods were sent there, and in 1843 Boston ranked as the first port of the country in trade with the Indies, and also, at the same time, with South America.

Boston shared in the boom of 1849-59 which followed the discovery of gold in California. Many ships were specially built for the trade,



EVERETT, by Story.
Public Garden.



MEMORIAL OF CRISPUS ATTUCKS AND THE BOSTON MASSACRE, by Kraus. Boston Common.
The solitary memorial to a black man in America.

a capital of \$4,184,220; 25 banks, with a capital of \$17,300,000; and 28 insurance companies, with \$6,600,000 capital.

In 1853 the exports from Boston were \$20,773,173 in value, the imports \$43,317,379. The East Indian trade reached high-water mark in 1857; yet in this decade the city's foreign trade visibly declined. In



GARRISON, Commonwealth Avenue. By Warner.

that year was \$127,870,649; this year, 1896, it is \$175,000,000. The increased trade has, however, been largely carried by foreign ships, British preponderating. Since 1857, as with all the seaboard cities of the country, there has been a steady decline in the tonnage of American vessels in foreign trade frequenting the port. Boston's coastwise business, on the other hand, as steadily grows.

The domestic trade of Boston in 1880, as estimated in the na-

1860 the exports were less than \$15,000,000, the imports \$39,400,000, and ten years later the balance of trade against the port was larger still.

But very soon after commenced that development of the city's export trade, in breadstuffs and provisions, cattle, etc., by extension of its railroad and steamship facilities, which since has been so marked. The turn of the tide came in 1871. In 1880 the exports had increased to \$59,260,991, and the imports to \$68,609,658. The total foreign trade



LINCOLN or EMANCIPATION STATUARY, Park Square. Duplicate of the Freedmen's Memorial, Washington. D.C.



ARMY AND NAVY MONUMENT, Flagstaff Hill, Boston Common. Erected by the City. Milmore. Sculptor

tional census reports, was \$1,200,000,000. of which \$100,000,000 was credited to the boot and shoe and leather trades, \$50,000,000 to the wool trade, and \$150,000,000 to manufactures. What decline there has been in certain branches of

foreign trade since the famous days before the war has been more than offset by increased shipping to other parts, notably of Western and Southern staples, and by a remarkable expansion of the city's manufactures, boot and shoe trade, leather trade, and trade in wool.

As long ago as 1858 Boston's sales of boots and shoes for the year were



WEBSTER, by Hiram Powers.
State House grounds.



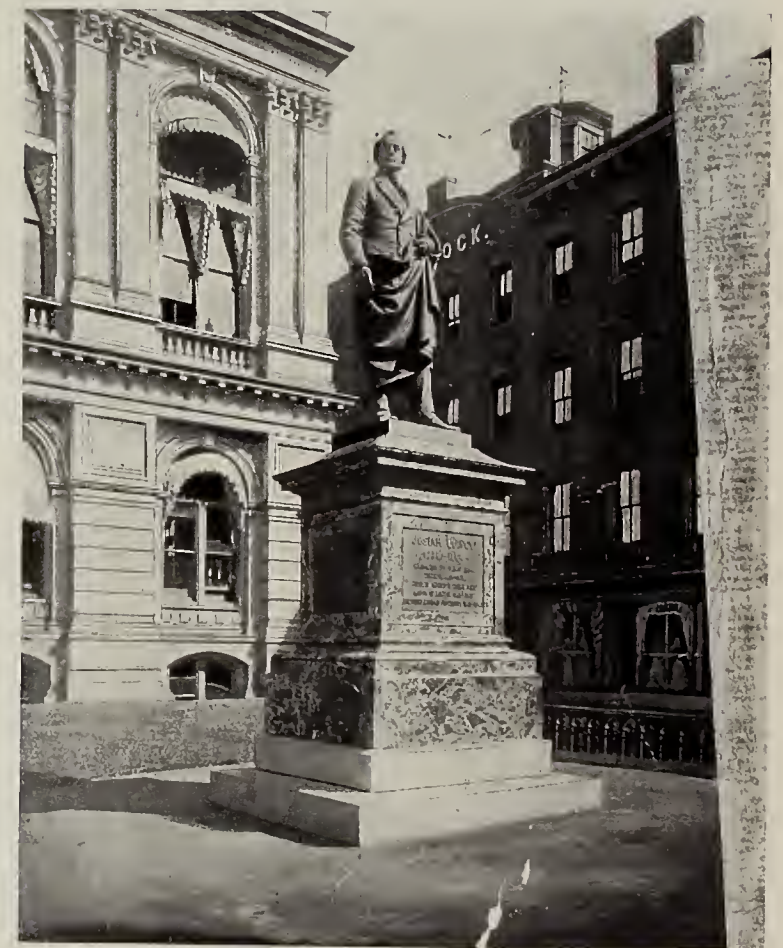
THE NORSEMAN, by Miss Whitney. Commonwealth Avenue.
Representing Leif, son of Erik, discoverer of America,
1000 A.D.

\$35,000,000, and of leather, \$25,500,000. In 1870 its shoe sales were \$63,000,000, and its leather sales nearly \$48,000,000. The aggregate now of these two lines is little, if anything, less than \$200,000,000 a year. This city supplies the bulk of the shoes worn in the South and South-west of the country, and in large part those of medium grade for other divisions of the Union; and its advantages as a market draw here buyers for jobbing houses from all over the land.

From a time preceding considerably the war, this city has also been the leading

wool market of the country, and it promises to hold this distinction for a long time to come. The quantity handled is larger than ever; the values involved, owing to declining prices, about the same as fifteen years ago, when the capital employed was \$10,000,000, and the sales \$50,000,000 for the year.

The cotton mills of Massachusetts dispose of their product chiefly through the New York commission houses; that practice has prevailed for more than fifty years. But Boston has the local and New



JOSIAH QUINCY, City Hall. By Ball.
Mayor, Judge, State Senator, Congressman, and President of Harvard.

England trade in these fabrics, and it is here, in the financial centre of New England, that these enterprises are largely owned and controlled.

Aside from these strictly commercial records, the incidents and annals of most interest here during the present century have been these:



ETHER MEMORIAL, Public Garden.

By J. Q. A. Ward.

“To commemorate the discovery that the inhaling of ether causes insensibility to pain.” Proved in Boston, 1846.

May 1, 1822, Boston was incorporated. John Phillips, father of Wendell Phillips, was the first Mayor.

The population then was 45,000.

In the decade 1820-30 the public ferries to East Boston and Chelsea were established, the Old Court House and Custom House, three theatres, and other costly structures were built, and gas-pipes first laid.

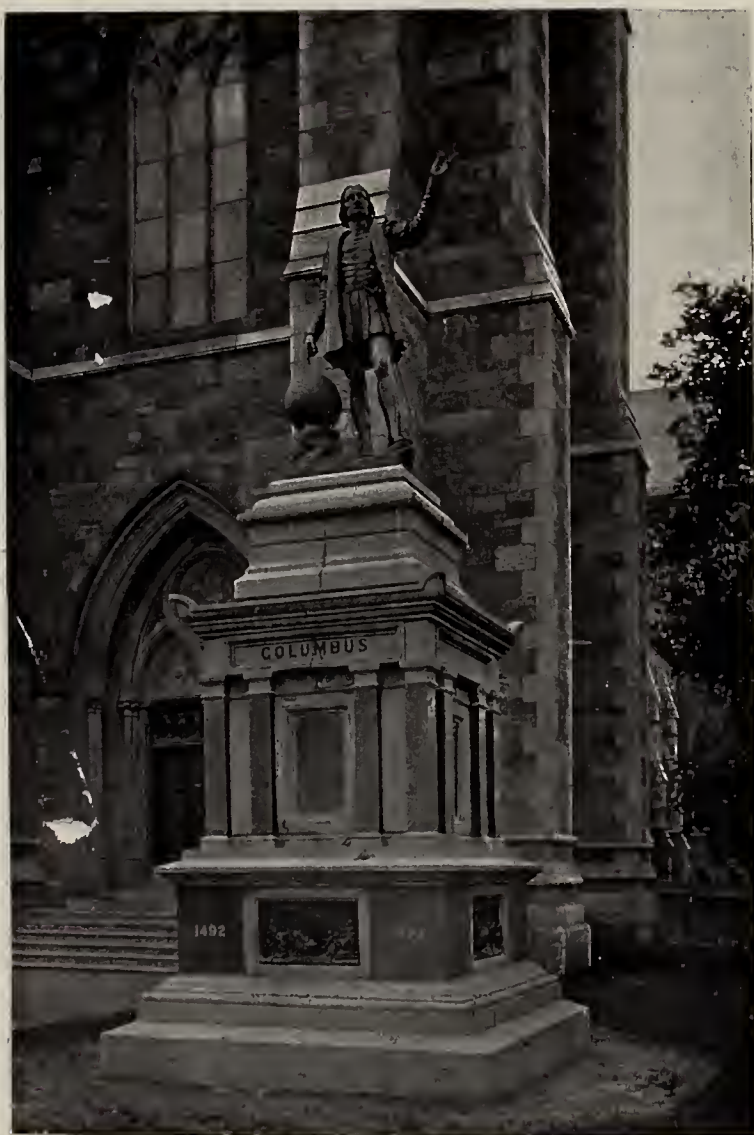
Population, 1830, 61,000.

In 1824 Lafayette visited the city on his triumphal American tour, and in 1833 Andrew Jackson, “Old Hickory,” was received with a great demonstration of popular enthusiasm. In 1831 the Ursuline Convent was burned by a mob.

In 1840 the first steamship line between Boston and Liverpool was established; and in 1844, when the harbor was frozen clear to the lighthouse, a channel was cut by the merchants of the city seven miles long, to enable an imprisoned Cunarder to



GOV. JOHN A. ANDREW, State House. By Ball.



BUYENS' COLUMBUS, Catholic Cathedral.

sail. There are still old prints of this work extant.

Population, 1845, 105,000.

In 1848 Cochituate water was introduced. In 1850 Professor Webster was hanged for the murder of Dr. Parkman. Jenny Lind sang here the same year.

Population, 1850, 137,000.



SOLDIERS' AND SAILORS' MONUMENT,
Charlestown.

Between 1850 and 1860 the anti-slavery agitation profoundly stirred the community. In 1854 the riots over Anthony Burns, a fugitive slave, occurred. In 1860 the Prince of Wales visited the city.

Population, 1860, 178,000.

Boston met the crisis of 1861-'65 with patriotic ardor. Recruiting began early.

During the war this city sent to the army and navy over 26,000 men. In 1869 the National Peace Jubilee, a musical festival directed by Patrick Sarsfield Gilmore, was observed here, and in 1872 another great musical festival was held.

November 9, 1872, the great Boston fire broke out. It raged over the very heart of the business quarter, devas-



HORACE MANN, State House Grounds.
By Miss Stebbins.

tated sixty-five acres, and destroyed over \$75,000,000 of property.

Population, 1870, 250,500.

In 1880 the two hundred and fiftieth anniversary of the settlement of the city was elaborately celebrated.

Population, 1880, 263,000; 1890 (city proper), 450,000; 1895, 495,000.



THE MINUTE MAN, Concord.
By French.

THE BODY POLITIC. — FORM OF GOVERNMENT. — POPULATION AND TAXABLE VALUES, FINANCES, DEBT, ETC. —
 WATER AND LIGHTS. — STREETS AND SEWERS. — HEALTH AND POLICE. — FIRE DEPARTMENT. — TELEGRAPH
 AND TELEPHONE SERVICE. — RAPID TRANSIT AND STREET RAILWAY SYSTEM. — THE SUBWAY.
 — WATER FRONT AND HARBOR. — THE GREATER BOSTON.

BOSTON flourishes under a somewhat mixed scheme of city government, which, however, may be resolved as, in effect, the form of administration by bureaus or departments. As far as its charter goes, it has substantially the plan in vogue in the larger cities of the country.

But, in the course of recent legislation in the State, a very important innovation has lately been made, whereby, to provide for the pressing necessities of the metropolitan district of which the city is so extensive a part, some half a dozen metropolitan commissions, so called, have been created. These are concerned, respectively, with the water supply, sewerage, parks, and the harbor and tide lands of this district, rapid transit in city and suburbs, and the much-vexed question of metropolitan union or homogeneous government. These steps constitute, certainly, a long stride toward the Greater Boston, if they have not, indeed, virtually, already brought it about.



JOSIAH QUINCY, Mayor of Boston.

Under its charter the city of Boston has a Mayor, a legislative body of two houses, and the various departments dealing with city business, as in other cities. As in the other cities, also, the most important of these departments are those charged with the city finances, sanitation, police and fire service, public works, water supply, street lighting, public institutions and schools, with minor departments of ferries, markets, elections, wires, etc. The Courts are of State organization.

The Mayor's office here is one of dignity and importance. He has large patronage and liberal emoluments. JOSIAH QUINCY, a lawyer, grandson of a former mayor of no small distinction, holds the office at present. His term is two years.

The Legislative Chamber of Boston consists of a Board of Aldermen of twelve members, and a Common Council of seventy-three, or coördinate powers. Their authority extends to pretty much all the municipal business, except the police, fire department, and schools, for which they simply provide the ways and means.



CITY HALL, School Street.

Built in the sixties, of white granite, in the style of the Italian Renaissance,
 By Architects Bryant & Gilman.



GEO. A. CLOUGH.
 Architect of the New Court House
 and the High and Latin School.
 Office, 53 Tremont Street.

**CITY FINANCES. — TAXES. —
 DEBT.**

The population within the charter limits of Boston, State census of 1895, was 492,920, or approximately now, 500,000.

The total taxable values are \$981,252,426, of which \$770,261,700 represents real estate and \$210,999,700 personal property.

The tax rate, over all, is \$12.80 to the thousand dollars of valuation. This should realize by direct taxation about

\$12,000,000 of annual city revenue. But

the actual expenses of the city sum up now about double that; last year, in fact, they were \$24,550,000. The difference was obtained from water rates, licenses and fees, street assessments, trust funds, and loans already provided for.

The financial interests of the city are large, and they have excellent management; the Hub, on the whole, has been remarkably free from misgovernment. There is, of course, a debt limit, as in other cities, which limit, under the terms of the city charter, must not be exceeded.



NEW COURT HOUSE, Pemberton Square.

Geo. A. Clough, Architect. It was completed in 1886, is 450 feet long, and cost, with ground, \$3,828,000.



VESTIBULE OF THE NEW COURT HOUSE.



PUMP-HOUSE, BOSTON WATER WORKS, Chestnut Hill.

The principal items of municipal expenditure shown by the appropriations of 1895 were as follows :

Police Department	\$1,475,000
Fire Department	1,153,000
Water Department	1,900,000
Street Department	3,007,000
Health, hospitals and institu- tions	1,220,000
Public schools	2,500,000
City debt requirements	3,034,000
County of Suffolk (debt and cur- rent expenses)	942,880
Salaries and incidentals :	1,393,700

The principal items of city income are shown in the City Auditor's report for 1895, as follows:



GYMNASIUM IN CHARLESBANK PARK.
Athletic Ground for Boys.

From the water works	\$2,872,000
From liquor licenses	1,191,640
Street Department	356,000
Hospitals and institutions	212,000
Rents and sales of city property	212,000
Interest and premiums	544,212
City debt certificates	6,228,850
Sinking-fund	446,364
Temporary loan	5,850,000
Water debt	565,000
Taxes (levy of 1895)	11,000,000
Back taxes	1,057,853
Corporation tax	1,172,000
State bank tax	588,392

For the running expenses of the Public Library in 1895 \$225,000 were appropriated; for street lamps, \$595,000; for fire and police pensions and relief, \$835,078 (this additional to the running expenses of the department); and although the ferries showed receipts of \$169,584 for the year, there was still to be met, under city management, a deficit of nearly \$60,000.



CHARLESBANK "GYM." The Girls' Side.



FIRE DEPARTMENT HEADQUARTERS.

These figures are instanced to show the scale upon which this city does business. Of themselves they are a significant showing of the rank and



CASTLE ISLAND, Marine Park.

assets, not to mention the credit of a community doing upwards of \$1,500,000,000 of business annually, furnish the amplest security for it.

The average annual rate of interest of the Boston



FARRAGUT, by Kitson.
Marine Park.

standing of Boston among the cities of the country.

The city debt is all funded. Its gross debt at the close of 1895 was \$65,666,000, or, less the sinking-fund of \$25,000,000, the net sum of \$40,694,000. City property and other



HEAD-HOUSE AND PUBLIC BATHS, Marine Park.

bonds is four per cent. and a fraction.

This calls for interest payments of about \$2,850,000 a year.

Of this total about \$18,250,000 was contracted for water-supply, the remainder for public



CAUSEWAY TO CASTLE ISLAND, Marine Park.



FRANKLIN PARK. The Lookout.

improvements of one kind or another. For example, since the city was incorporated in 1822, nearly \$40,000,000 has been expended on public account for straightening and widening streets and improving the means of transit; and this work, owing to growth and the peculiarly disadvantageous conformation of the city for traffic, still continues, the subway being an attempt, in part, to solve the problem.



DRIVEWAY, ARNOLD ARBORETUM.

LAW AND ORDER. — POLICE, FIRE, AND HEALTH SERVICE.

The Boston police force is a body of one thousand picked men, its officers and thirty detectives included. These constitute the active list; in addition, there are one hundred reserves. The men receive one hundred dollars a month; their officers are paid an advance on this salary, according to rank. A substantial pension and relief fund is provided for all. This body is a well-disciplined and efficient force, and commands the confidence of the community.

Boston is, on the whole, a peaceful and law-abiding city. It has, of course, its purlieus, in which originate most of the petty crime; and a criminal element, as in all large cities, but this class is not large. The police on their rounds act as a sanitary corps. "Sunday Law," after the New England fashion, is strictly enforced, and there is at all times stringent regulation of bars. Gambling and the social evil are summarily treated, and every effort is made to keep them at least within bounds. Strangers and transients are quick to



FRANKLIN PARK. Phaeton Station.



FRANKLIN PARK.
Main Driveway and Bicycle Path.



FRANKLIN PARK. Children's Knoll.



KING'S CHAPEL (Episcopal), Tremont Street.

It was built in 1749. In the old cemetery adjoining it the Colonial governors lie.

note that life and limb are safeguarded over the crowded crossings of the city as in few other parts of the land.

The police force is governed by a Board of Commissioners appointed by the Governor of the State. These commissioners appoint the superintendent of the force and all the men. They have also full control of the liquor traffic, and sole authority to issue liquor licenses of all kinds.

There is also a special force, maintained by the State, to suppress the illicit concerns here known as "kitchen bars."

The Fire Department of Boston is, unquestionably, one of the best equipped and best organized in any American

city. It is provided with all the very latest and best apparatus and facilities in use for the business. The lesson of the great fire here in 1872,



INTERIOR, KING'S CHAPEL.

Showing the old-fashioned pulpit and high-backed pews.



COMMONWEALTH AVENUE. From the Hotel Vendome.

Principal thoroughfare of the fashionable "Back Bay" residence district.

when sixty-five acres of the business quarter were burned over, and \$75,000,000 vanished in smoke, has not been lost.

The force numbers eight hundred men, six hundred of whom are "regulars" and two hundred "call men." The permanent men receive \$100 a month; the officers, from \$1,600 a year to \$3,500, according to rank. The men are commanded by a chief, under a single commissioner appointed by the Mayor; this commissioner holds for three years, at a salary of \$5,000 a year.

The force is lodged in sixty houses, and is provided with forty-five steam fire-engines, including two fire-boats for service in the harbor, twelve chemical engines, seventeen ladder-trucks, and two water-towers. Horses, fire-alarm service, and appointments generally



THE WASHINGTON ELM, Cambridge.

Under which Washington took command of the American Army, 1775.



"DEATH STAYING THE SCULPTOR'S HAND."

By Daniel French. Over the grave of the Sculptor Milmore, in Forest Hills Cemetery.

are the latest and best to be had.

The water-supply and pressure are ample. The supply comes from the Mystic River and Lake Cochituate (as hereinafter described), the former supplying Charlestown, East Boston, and Chelsea



THE SPHINX, Mt. Auburn Cemetery, Cambridge.

Soldiers' Monument, by Milmore.



ECHO BRIDGE, Viaduct of the Boston Water Works.
Over Charles River, at Hemlock Gorge Reservation of the Metropolitan Park System, suburb of Newton Upper Falls.

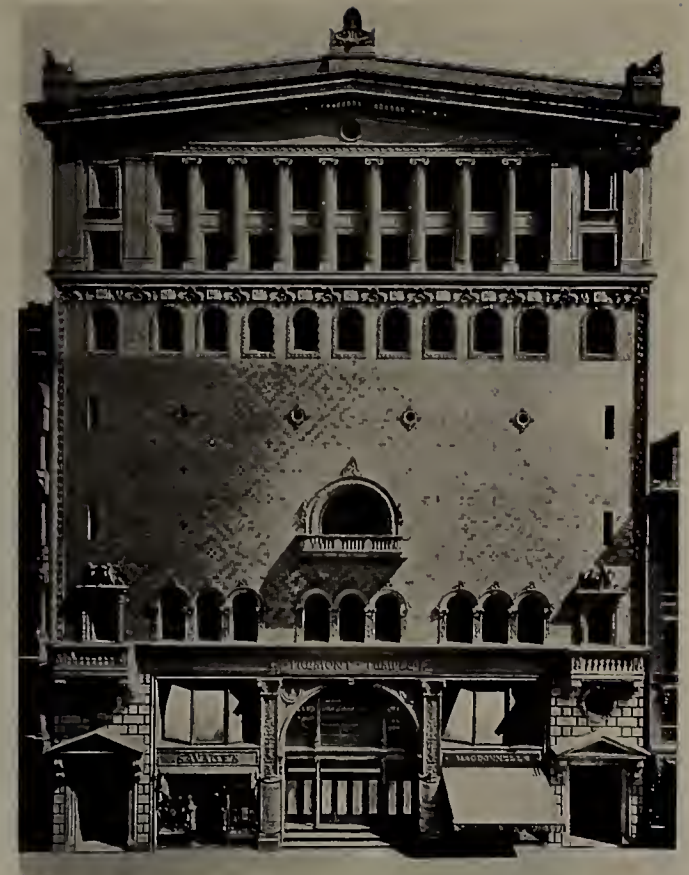
districts of the metropolis, and the latter the city proper and suburban parts. The total number of hydrants is 7,000. In addition there are 250 fire reservoirs, of 500 to 600 hogsheads capacity, in different parts of the city.

Thus protected, Boston has fortunately escaped the damage of any very extensive conflagration for a long term of years.

The fire losses of ten years back average about \$1,740,000 a year, as against insurance of \$15,000,000 for the same time, with actual values, of course, very much more. The difficulties in the way of the

service are narrow streets in the business quarter, — which is one of the most contracted in any city, and in which enormous values of merchandise are stored, — hills in certain localities, and overhead wires; but the building laws are favorable both as to height and materials, and the wires, trolleys excepted, are rapidly being placed underground.

The Health Department of Boston is, in its bearing upon progress and well-being, one of the most important divisions of the city government. It is this department which



NEW TREMONT TEMPLE, Tremont Street.
Blackall & Newton, Architects.

keeps watch and ward over the unseen or unnoticed dangers menacing the public safety; accordingly, its powers are large.

This department has the direction of local quarantine, the sanitary supervision of schools, tenements, lodgings, public institutions, public baths, and the city generally, the regulation of plumbers and undertakers, and of cemeteries, food inspection, the



EXPOSITION HALL.
Massachusetts Charitable Mechanics Association.



WILLIAM JACKSON.

City Engineer of Boston, Member Amer. Society Civil Engineers and Boston Society Civil Engineers. This year, 1896-97, is his eleventh year in the office.

disposition of garbage, etc. It keeps the record of vital statistics, has extraordinary powers in epidemics, and has funds and facilities to keep abreast of the latest advance in sanitary science.

It is managed by a board or commission of three members (usually medicos), appointed by the Mayor for three years each. It has a large staff of physicians, inspectors, chemists, bacteriologists, and other experts, and the police force is at its service for sanitary inspection and the abatement of nuisances.

The regulations of this branch of the public service are strict, and are vigorously enforced, especially so with regard to the sale of unwholesome milk, vinegar, and foods. Plumbers must submit to examination for licenses. Uncommon care is taken of the health and comfort of the public-school children. A house-to-house inspection continuously goes

on. And of late special attention has been given to cultural diagnosis, anti-toxine production, and other scientific investigations and laboratory work.

From reports of this department, it appears that the sanitary



MASSACHUSETTS GENERAL HOSPITAL.

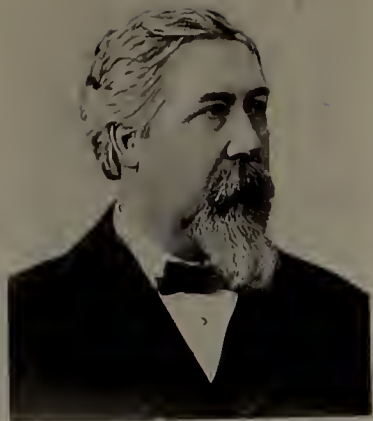
This building was planned by the famous architect, Bulfinch. It was built in 1821. In it, in 1856, the first surgical operation with ether was performed, under the direction of Dr. W. T. G. Morton, with whom this anæsthetic originated.



CITY HOSPITAL. Harrison Avenue and Worcester Square.
An institution which has cost \$1,000,000 to build and equip.

conditions of the city are, considering its size and characteristics, very good, and that, by extension of sewers and enforcement of the health laws, these conditions are fast improving.

The climate is favorable, the water-supply excellent and abundant, the natural drainage and sewerage superior. The death-rate, based upon a population of 501,000, was twenty-two plus to the thousand by the last report which this department made. This is less than for any year since 1889, and it compares favorably with the rate for the other large cities of the country and world. No diseases are especially prevalent. The principal causes of death are consumption, pneumonia, and cholera infantum.



ANDREW J. BAILEY.
Corporation Counsel, City of Boston.

The distinguishing features of the climate are a winter of some severity and a remarkably pleasant and mellow summer. The lowest recorded winter temperature is eleven below; the lowest in average years, about four below; the highest summer temperature recorded is one hundred and one; the highest in average years, about ninety-six, although the thermometer seldom goes in this season above ninety. It is the east wind of the New England coast which gives

to the winter an uncomfortable rawness. But the climate is, on the whole, healthful and highly invigorating. The houses are built to withstand the winter weather, and the people generally are prepared for it.

Eighteen free bath-houses,—eleven for men and boys, and seven for women and girls,—and all situated where there is tide-water, are maintained here in midsummer under the authority of the Board of Health. Records kept show more than a million baths taken in them during a single season. At the Charlesbank and Wood Island Parks free gymnasiums are maintained for both sexes at public expense.

The water-supply of Boston proper is obtained from near-by sources, and the works are owned by the city. The source of supply comprises the basins of the Cochituate, Sudbury, and Mystic Rivers, all draining toward the harbor, which basins embrace an area of 121 square miles. The works were begun fifty-two years ago, and have been extended gradually to meet the demands of the city. They have cost to date \$26,856,000.

Storage and distribution of the water is effected by means of three principal reservoirs and two minor ones; a number of aqueducts and bridges, one of which, "Echo Bridge," at Newton Upper Falls, over the Charles River, with its picturesque surroundings, is shown in an engraving herein; two stand-pipes, a pumping-station, and about 776 miles' length of street mains. The capacity of the three reservoirs is 957,600,000 gallons, and the daily



OLIVER STEVENS.
District Attorney of Suffolk County.

consumption about 64,000,000 gallons. The flow is chiefly by gravity. The pumping is for high service.

The capacity is sufficient for present needs; the development of the metropolitan district supply, which contemplates taking water from the Nashua water-shed in Massachusetts and New Hampshire, is intended to increase it.

The charges for water are fixed after a rather complicated method, which, however, except where meters are used, may be summed up as a rate based upon per capita consumption by the occupants of premises. For household purposes these rates may be said to be, on the whole, as compared with those of other cities, a moderate tax.

The public works constitute almost the sole supply of the city. Some few cisterns and common



THOMAS M. BABSON.
City Solicitor.



PERKINS SCHOOL FOR THE BLIND, South Boston.

wells are in use in the suburbs; and a few manufacturers—the brewers, for example—draw their supply from artesian wells.

Chelsea, Somerville, and Everett suburbs, with a combined population of 80,000, are also supplied by the Boston Water Works.

GAS AND ELECTRIC LIGHT COMPANIES.—
TELEGRAPH AND TELEPHONE SERVICE, ETC.

For lighting the streets the city provides 2,500 electric lamps, placed on business streets and main thoroughfares, 7,600 gas lamps in urban residence precincts, and 2,700 naphtha lamps in the outskirts and suburbs. Lights are supplied for these by the gas and electric light corporations of the city under contract. Many storekeepers and others also maintain street lights, so that with it all the city is thoroughly illuminated.



ALGONQUIN CLUB, Commonwealth Avenue.
McKim, Mead, & White, Architects.

The Greater Boston affords a field for no less than eighteen gas and nine electric light companies. Five concerns, however, enjoy the bulk of the business in the city proper. Of these five leading concerns three are electric light and power companies, one is a gas company pure and simple, and one both gas and electric. The other twenty-two companies supply one or more of the suburbs or municipal divi-



SOMERSET CLUB, Beacon Street.

Opposite the Common.

Electrical construction work by the Lord Electric Co., 181 Tremont Street.



EXCHANGE CLUB, Milk Street.
Ball & Dabney, 7 Park Street, Architects.

sions, either with gas or electric lights, or both.

The principal electric light companies are the Boston, Edison, and Suburban. The principal gas companies are the Brookline and Bay State. The Brookline Gas Company is the one also in the electric lighting business.

The Edison Company covers the city proper; the Boston, all the city proper except Charlestown and Brighton; the Suburban, from Dover street to and including the outlying districts of Roxbury, Dorchester,

Jamaica Plain, etc.; the Brookline Gas Company, the city in part, Brookline, and Allston; the Bay State Company, nearly the entire city.

The Edison Electric Illuminating Company, incorporated in 1886, is the largest concern of the kind in Massachusetts, and the third largest in this country, and in respect of its storage-battery business the largest in the world. It has three stations, the most important the one shown in the accompanying cut. It supplies at present 110,000 incandescence and 1,000 arc lights, and a matter of about 5,000 horsepower total of motors. These figures represent about two-thirds of its capacity.

This company operates with what is known as the "Edison three-wire system." All its wires are underground, and have been



VIEW IN THE PLANT OF THE EDISON ELECTRIC ILLUMINATING COMPANY OF BOSTON, Atlantic Avenue, foot of Pearl Street.

This company has \$3,500,000 capital. It has more storage batteries in service than any company in the world. It is the largest Electric Light and Power Company of Massachusetts, and among those of the country ranks third.

from the start. It has 340,000 linear feet of ducts, and of course many times that length of wires.

It has a capital of \$3,500,000. Most of its stock is owned in Massachusetts.

The Boston Electric Light Company, incorporated 1886, capital \$2,000,000, maintains five stations, — three in the city proper, one in South Boston, and one in East Boston. It furnishes, under contract with the city, 2,200 arc lamps for street lighting, and also supplies 2,000 arc lights and 40,000 incandescence to private parties.

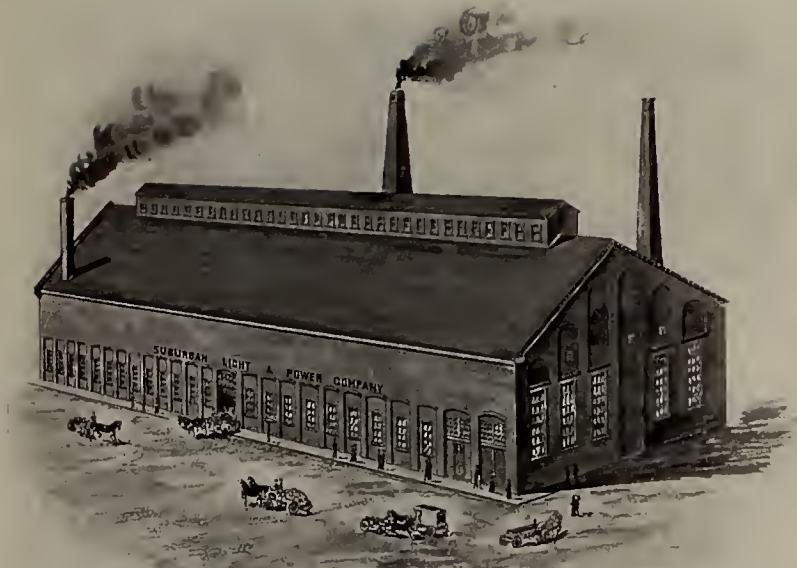
It furnishes also motors to the extent of 7,000 horsepower. Its equipment is of various systems, that best suited for the purpose being used for the different services it affords. Its wires are now practically all underground in the business quarter.

The Suburban Light and Power Company (cuts of whose power house in Roxbury, — an exterior view, — dynamo room, and president, William A. Paine, the banker, are shown herewith on the opposite page) was incorporated in 1887, and since 1889 has been actively engaged in the electric light business. Its lines extend over the



CAMBRIDGE CITY HALL, Massachusetts Avenue.

Given that city, together with other costly buildings, by Mr. F. H. Rindge, a wealthy resident.



POWER HOUSE, SUBURBAN LIGHT AND POWER CO., Norfolk Ave., Roxbury.
Office, 32 Hawley Street.

territory of Roxbury, Jamaica Plain, and Dorchester, and in the city proper down as far as Castle street.

It owns a large and fully equipped station on Norfolk avenue, Roxbury, and has also a smaller station at 32 Hawley street, Boston. It operates with an engine capacity of 1,500 rated horse-power, 500 arc lights, about 10,000 incandescent lights, and 400 horse-power in power generators.

The annual business of the company amounts to about \$100,000, and is increasing at the rate of about 15 per cent. per annum. The company is capitalized for \$175,000, and has a bonded indebtedness of \$103,500, with net earnings of about \$20,000 per annum.

The Bay State Gas Company, incorporated in 1884, with a capital of \$2,000,000, is engaged in gas manufacture, but does not distribute



WILLIAM A. PAINE,
Of Paine, Webber, & Co., Bankers and Brokers, 52 and 54 Devonshire Street, and President of the Suburban Light and Power Co.

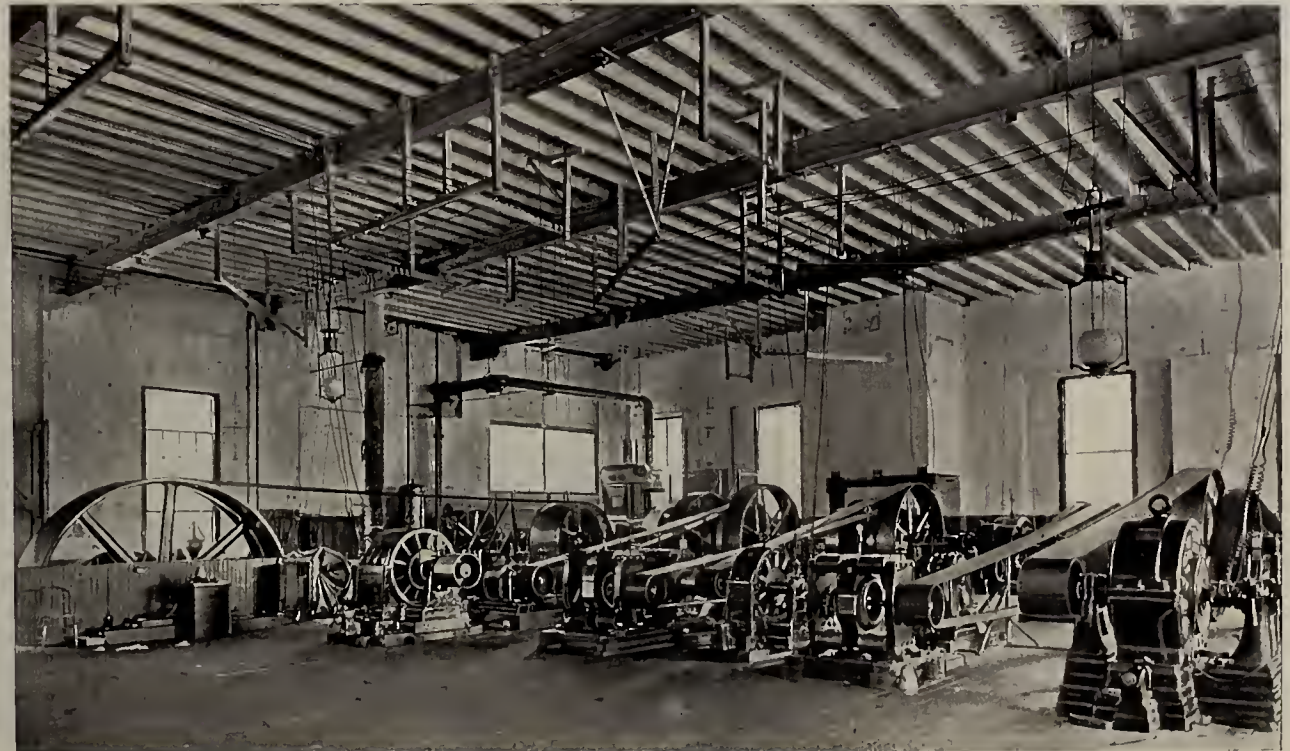
aggregate capital, 334½ miles length of mains, and six plants in different sections of the city. They furnish light for about 2,700 street lamps, and light the city buildings

directly to consumers. It supplies four companies: the Boston, — the pioneer gas company of the city and the third oldest in business in America, — the Roxbury, South Boston, and Dorchester companies; which five have a joint daily capacity of 12,000,000 feet, with 6,000,000 reserve.

For purposes of management these five are consolidated. They have \$5,940,000



THOMAS W. FLOOD,
Commissioner of Wires. Also of Flood & Mooney, Real Estate and Insurance, 457 Broadway, South Boston, and 85 Water Street, city.



DYNAMO ROOM, SUBURBAN LIGHT AND POWER CO., Norfolk Avenue, Roxbury.
Office, 32 Hawley Street.

It has two plants and 136 miles of mains. Its charge is \$1 a thousand feet; 90 cents to the city,—this for water-gas.

The Brookline Gas Company operates a gas and electric plant at Allston suburb, and a smaller electric station for light and power at Brookline. Its capacity is: gas plant, 4,000,000 feet daily; electric, 550 arc and 7,000 incandescent. It has about 250 miles' length of gas mains. It supplies the urban districts of the Back Bay, South End, Roxbury, Brighton, Brookline, and Allston. It furnishes all the street lights in Brookline and Brighton, and all public gas lamps in the Back Bay, South End, and Roxbury, its entire city contracts footing 3,500 gas and 400 arc lamps. Its charges for gas are \$1 to private consumers, and 70 cents to the city.

Boston has the telegraphic and cable service of the Western Union Company, the Postal Telegraph Cable Company, the Commercial Cable Company, the Direct United States Cable Company, and the telephone service of the American Bell and New England Telephone Companies, together occupying, at 125 Milk street, one of the finest modern structures of the



THE AMERICAN BELL TELEPHONE COMPANY'S BUILDING,
125 Milk Street.

in the several districts to which their service extends.

The most important factor of this combination is the old Boston Gas Light Company, incorporated in 1822, and with a capital of \$2,500,000. Gas was introduced here by it, and Washington street was lighted by it with 75 lamps as long ago as 1834.



AMES BUILDING, of the Fred L. Ames Estate, Washington and Court Streets.

Devoted to office purposes. Shepley, Rutan, & Coolidge, Architects. Built in 1890. Area, 6,300 square feet. Height, 186 feet. Assessed valuation, \$936,000. Tallest and most expensively finished building in New England.



OPERATING ROOM AND SWITCHBOARD, NEW ENGLAND TELEPHONE AND TELEGRAPH CO.,
125 Milk Street.

business quarter, that shown in the engraving on this page. This building, according to Building Inspector Damrell, cost the tidy sum of \$480,000. It is also devoted to general office purposes. Under the supervision of a special depart-



TRINITY EPISCOPAL CHURCH, Copley Square.
It was designed by Richardson and decorated by La Farge, and cost \$750,000.

ment of the city government, with Thomas W. Flood, Commissioner of Wires, in charge, the work of placing the electric light, telegraph, telephone, and fire-alarm wires in underground conduits has been brought to a stage at which the business streets are already fairly cleared of these obstructions, and soon will be entirely so.

PUBLIC WORKS. — STREETS AND SEWERS. — BRIDGES, VIADUCTS, AND RAILROAD TERMINALS. — STREET PAVING, CLEANING, AND SPRINKLING. — THE PARKS.

Administration of the public works of the city of Boston is committed to several departments. In the main, however, it is divided between the Street Department and City Engineer's Department.

The former has direction of the practical and mechanical details of roadway making and maintenance, paving, bridge repairing, sewerage and scavenging, street sweeping and watering, etc.; the latter has all the professional work preliminary and incidental thereto, and along with that, the engineering required for parks, water works, and other concerns outside the pale of the Street Department.

The business quarter is all stone paved, chiefly with Belgian block pavement. Ex-

cept for a few leading thoroughfares the residence streets are macadam. The work, generally speaking, is thoroughly done, and the streets, as a whole, are kept in excellent condition. The material for both stone and dirt pavement is at hand in abundance. New work on the streets is all done by contract; repairs and reconstruction mostly by the city's permanent force.

Allusion has already been made herein to the narrow, crooked, and inconvenient courses of many of the streets in the older parts of the city. This makes many places of exceedingly quaint and picturesque quality, but scarcely affords adequate compensation for the detriment it is to business. Remedying these defects down town, where the traffic, foot



THE NAVE, TRINITY CHURCH.

and horse, is heaviest, makes, and must continue to make for a long time to come, one of the most difficult problems for official solution. Forty millions, as already said, has been spent to straighten, widen, and open up streets during the corporate life of the city, and five millions more is now being expended to dispose of the surface street-car lines, that are the greatest obstruction to travel



TREMONT STREET, at Hamilton Place and the Granary Burial Ground.

There are four hundred miles' length of sewers laid,— of brick, wood, cement, and pipe; in fact, all kinds. The sewer system is after no particular plan; it has been developed, as exigencies demanded, from the primitive Colonial days to date. To describe it in a word would be to say that it all leads to tide-water, with a final discharge where the flow is out to sea.

Until ten or twelve years ago numerous independent sewers discharged into the harbor along the shipping

on the most-used city highways. The most important street work now in progress is, however, in the residence quarter; namely, the extension of three main arteries, Huntington, Columbus, and Blue Hill avenues, from north to south approximately, for several miles. This has already been done with Commonwealth avenue, the main street of the Back Bay, which has been continued, as road and parkway, some five miles to the city line.

Sewerage of the city is facilitated by excellent natural drainage, except in some few parts of town.



THE NEW "OLD SOUTH," Copley Square.
Erected at a cost of \$500,000, by Cummings & Sears.
Architects.



POST OFFICE SQUARE. South side.



POST OFFICE AND U. S. SUB-TREASURY.

Fronting Post Office Square. Of granite, in the style of the Renaissance, with sculpture by French. It cost, including land, \$6,000,000.

front. Then a great intercepting sewer was built along shore, which now receives all the sewage and carries it to the place of final destination at Moon Island, in the harbor, where the tides make out to sea. This interceptor takes sewage only; by an ingenious automatic device the storm water goes directly into the harbor. Pumps are employed at the Moon Island station to dispose of the sewage there.

The garbage collected by the sanitary force of the city is carried by scows to sea. This work is in charge of a division of the street department. Sprink-

ling the streets is the work of another division of the same department.

The annual outlay for street work by a late city report was set down as follows:

Paving, \$683,899; sanitary division, \$432,778; sewers, \$280,596;



FIRST BAPTIST CHURCH, by Richardson.
With sculptures on the tower by Bartholdy.



MASONIC TEMPLE, Tremont and Boylston Streets.
Electrical construction work by the Lord Electric Co., 181 Tremont Street.

street cleaning, \$305,998; street sprinkling, \$76,424. This was for maintenance alone. New work on streets called for \$2,112,000 more. Other expenses on public works were these: Water department, \$3,361,242; public buildings and grounds (not including schools), \$473,000; parks, \$1,170,422.

Street railroads here must keep in condition the spaces between their tracks. Formerly the city bore half the cost of sidewalk construction and all other

expenses of permanent street improvement ; now, however, the whole expense of such improvements (water-mains excepted) falls on abutting property. But the limit of assessment for sewers is \$4 a running foot, — \$2 on either side of the street ; all over that the city pays.

Although it is not, strictly speaking, city work, one of the most important public improvements now proceeding in Boston is the isolation of the steam-railroad tracks entering the city, by either lowering or raising them from grade. This work, with its incidentals of bridges, viaducts, etc., of

permanent and costly character, is now nearly completed. One road alone has laid out some \$2,500,000 upon this improve-

ment, in the city and its suburbs, and others are also spending large sums.

Boston is already handsomely provided with freight terminals at the water side by the railroads focussing here ; and in a short time will have passenger terminals also, equal to anything in the land. It has already one commodious, not to say imposing, passenger depot, the "Union" station, of the roads entering the city from the north ; and extensive alterations of the street plan and general lay of the

land are now being made to accommodate the grand new Southern station of the roads entering the city from the south, construction of which is well under way.

These improvements are upon a scale that makes provision for many years to come ; and although of private ownership, are in a sense, also, great public works. The estimated cost of the new Southern depot and terminals is two to three million dollars.



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LONGFELLOW'S STUDY, Cambridge.



Copyright, C. Pollock.

STAIRCASE IN LONGFELLOW'S HOUSE, Cambridge.



HUNNEWELL GARDENS, Wellesley.



BOSTON MUSEUM AND SCHOOL OF FINE ARTS, Copley Square.

The parks and open squares of Boston are numerous. Scarcely any district of the city but has one or more of these public breathing-places. Their total area is 2,094 acres. The largest are the famous Common, situate in the very centre of the city, with the Public Garden alongside; the Fens, 115 acres of reclaimed Back Bay swamp, already, although but a few years under improvement, beginning to show what landscape art can do; Marine Park, South Boston, including the Castle Island military post of the national government, with flats and beaches adjoining, 467 acres; Franklin Park, of 527 acres, situated in the southern part of the city, with Jamaica Park and the Arboretum of Harvard, of 175 acres combined, not far off.

The Common covers nearly 50 acres. It is a common in reality as well as name. Its wide malls and walks are short cuts across town. It is park and thoroughfare, playground, trysting-place, rest for the weary, tribune, pulpit, all in one. At all hours and in all seasons it is the city's most frequented spot.

At the Charlesbank and Wood Island parks are the free gymnasiums to which we have already referred. And all these constitute but a fraction of the area which has been set apart for popular relaxation. Outside the city, forming the

Metropolitan Park system, extends a chain of parks more or less connected, for miles around. Of which, however, more hereafter, under another head.

STREET RAILWAYS AND RAPID TRANSIT.—THE SUBWAY.—
OTHER "GREATER BOSTON" DEVELOPMENTS.

A single street railway, the system of the West End Company, covers all Boston proper, and, by means of its connections, the Greater Boston also. This system originated in 1887 in a consolidation of all the lines then existing, in which movement Mr. Henry M. Whitney, a prominent business man of Boston, was the leading spirit.

This extraordinary enterprise merits description. Its lines ramify Boston and Cambridge, Somerville, Medford, Malden, Everett, Brookline, Watertown, Newton, Chelsea, and Arlington. The only other street railway



INTERIOR, MUSEUM OF FINE ARTS.

penetrating to the centre of Boston is the Lynn & Boston Railroad, which comes in from Charlestown over the tracks of the West End road. Connections are made by the West End with all the principal suburban street railway lines: the Quincy & Boston Street Railway at Neponset; the Norfolk Suburban Street Railway at Forest Hills; the Newton Street Railway at Watertown and Newton, and the Lynn & Boston system at Medford, Malden, Everett, and Chelsea.

To furnish electric power for this system, all but a very small part of which is operated by electricity, with the overhead

trolley, the West End road has five power stations of 17,030 aggregate horsepower. Its central power

station on Albany street, in the city proper, has capacity of 10,780 horsepower. The others are in East Cambridge, Allston, and East Boston.

The company has an equipment of 1,223 cars and 750 horses. These are housed in 35 car-houses, located on different parts of the system. The number of employes is 4,300. The money invested in the road is \$23,000,000.

The general rate of fare is five cents; to two of the suburbs, Arlington and Watertown, it is ten cents; and eight-cent transfers



CLUB HOUSE OF THE BOSTON ATHLETIC ASSOCIATION,
Exeter Street.

This Association has 2,500 members.



BILLIARD ROOM, BOSTON ATHLETIC ASSOCIATION.



CLUB HOUSE OF THE COUNTRY CLUB, Brookline.

are sold for use in making a continuous journey in the same general direction on two lines of cars.

In addition, free transfers are given at important junction points in South Boston, Roxbury, Cambridge, and other populous districts, and at the ferries.

Franklin Park; Baek Bay Fens; Jamaica Pond and Parkway; Marine Park, South Boston; the parks at Chestnut Hill Reservoir; Spy Pond, Arlington; the Arnold Arboretum; Middlesex Fells; Charlestown Navy Yard; Bunker Hill Monument; Harvard College and grounds; and the Common and Public Garden,—practically all points of interest lying in and around Boston,—can be reached by West End line ears.

The following tabulation was furnished by this company; it is of interest, not alone with respect to this corporation, but as regards also the subject-matter, speaking generally, of this work,—that is to say, Boston proper and the suburbs solidly encireling it on every hand.



LIBRARY IN A BOYLSTON-STREET RESIDENCE.

Growth of Boston and Suburbs, 1895, over 1885.

CITY OR TOWN.	PERCENTAGE OF INCREASED POPULATION.	PERCENTAGE OF INCREASED VALUATION.
Boston	26.5	39
Roxbury, West Roxbury, Dorehester, Jamaica Plain, and Brighton (southern suburban district of Boston, Wards 20-25)	73	86
Cambridge	36	48
Somerville	74	87
Medford	60	109
Malden	81	82
Everett	218	164
Brookline	75	97
Watertown	24	33 ¹ / ₂
Newton	33	63
Chelsea	21	22
Arlington	39	63



TREMONT BUILDING. Winslow & Wetherell, Architects.
Electrical construction work by the Lord Electric Company, 181 Tremont Street.

During this period, 1885 to 1895, the consolidation and conversion of the motive power of this company (from horse to electric power) took place. The claim is therefore made for the system that it has been a direct and progressive influence for the upbuilding of Boston and the surrounding towns.

The Boston, Revere Beach, & Lynn Railroad is a narrow-gauge steam line, of local importance as one of the bonds connecting the important manufacturing suburb of Lynn with Boston proper. It traverses the shore route between the two places, a distance of about ten miles, leaving Boston by ferry at Rowe's wharf, and passing northward through East Boston, Winthrop, and Revere, and by Wood's Island Park, Revere Beach (the new metropolitan reservation), Crescent Beach, and Point of Pines, all places of popular resort. Trains run every thirty minutes. The fare to Lynn is twenty cents.

The Lynn & Boston Railroad Company operates a suburban street-car line covering three populous divisions of the Greater Boston and one large place outside the generally accepted ten-mile radius. These four places are Chelsea, Malden, Lynn, and Salem. The lines of the company also afford transit to Crescent Beach, Point of Pines, and other resorts in the neighborhood of the city.

The company operates with 475 electric cars over 157 miles of track. Its cars leave Scollay square, in the heart of Boston, for Lynn and points *en route* every ten minutes. The distance is ten miles. Salem can be reached by this route.

This company was organized in 1859. Its general officers are in Lynn.

The harbor ferries, three in number at present, are owned and operated by the city. The fare is: to East Boston, one cent; Chelsea, three cents. The boats are run at a loss, a state of affairs which finds its justification in the fact that they are so great a public convenience. An additional ferry to East Boston is proposed. The ferry of the Boston & Revere Narrow Gauge Road also affords communication with East Boston, and there is private service to Winthrop and other shore suburban towns.



UNITARIAN HEADQUARTERS, Beacon Street.



STATE STREET. — The Financial Quarter.



WASHINGTON STREET, north, from Summer.
The principal retail thoroughfare.

leads by an easy and simple transition to Boston in its larger aspect,—Greater Boston; or, rather, to be more precise, to a brief review of the steps thus far taken to bring the Greater Boston idea about.

There are established by law, to begin with, six metropolitan commissions of more or less direct influence and bearing upon Boston proper. These commissions are:

1. The Boston Transit, or Subway, Commission.
2. The Metropolitan Water Commission.
3. The Metropolitan Sewerage Commission.
4. The Metropolitan Park Commission.
5. The State Harbor and Land Board.
6. The Metropolitan District, or "Greater Boston," Commission.

The operations of the Transit Commission are confined to Boston proper, but the work it has in hand must affect beneficially all parts of Greater Boston alike.

Only about 175,000 of the population reside in the little peninsula which is the original site of Boston and the seat of its business, and

Thousands of the business people of the city live in the suburbs, some as far as twenty-five miles out. The suburban traffic of the steam lines centring here is, consequently, heavy. The commutation fares approximate the charge for similar service in the thickly settled regions of the country.

Communication by means of electric railroads has developed rapidly throughout all Eastern Massachusetts, and connections over these lines are possible by which many long journeys can be made, from Boston as starting-point, in every direction. Salem, for instance, seventeen miles distant, can be reached by one or two changes; Concord, twenty-two miles, and Brockton, twenty-one miles, likewise; and the trip can be made, though at some inconveniences in point of changes and running time, to Lowell, twenty-six miles, Lawrence, twenty-seven, and Nashua, N.H., forty miles.

The facilities, in fact, for suburban transit are superior, and, generally speaking, for urban transit as well; but in the heart of the city the conditions are different. Here exists a state of affairs which, to explain,



BEACON STREET AND THE BOSTON ATHENÆUM.



ARMORY, FIRST CORPS OF CADETS.
Columbus Avenue.

this population is largely crowded into the thickly settled districts of the North, West, and South Ends. Outside the peninsula lie the residence districts of East and South Boston, Charlestown, Roxbury and Dorchester, Brighton, and West Roxbury, with a population of 300,000 or more, while in the so-called metropolitan district, or Greater Boston, as we have seen, 1,000,000 live.

The business of all this multitude focusses in the peninsula, with which the East Boston people have communication by ferry; South Boston, Cambridge, and the near-by districts, urban and suburban, by electric lines; and the outer suburban parts of the metropolis by steam lines. The steam lines bring in about 150,000 people daily, and set them down in three depots, centrally situated. The electric roads bring in as many, if not more, and it is with these chiefly that the rapid transit problem of the Boston of to-day has to deal.



BOSTON COMMON. West-Street Entrance.

It is a situation which must be seen to be appreciated. From Boylston street to Scollay square, Tremont street which here fronts the Common, is a revelation to the stranger of what this city really is; for here, multitudinous and teeming always, the Greater Boston swarms.

To the west, on the peninsula, lie the Common and Beacon Hill, banking up travel on that side. The streets are narrow, crooked, and in few cases continuous, and the sidewalks insufficient for the travel. As a result there is a congested district in the very heart of the city "in shape like an hour-glass, and in one place only seven hundred feet wide, through which rolls in the morning, to return at night, a tremendous human tide."

All street cars to and from the suburbs aim to pass through this hour-glass district, and the maximum capacity for street cars has about been reached. At present the running time there for electrics is not much over one mile and a half an hour. At certain hours, in fact about all day long, the jam is uncomfortable, to say the least.



BOSTON ART CLUB, Newbury Street.



THE PROPOSED SUBWAY.

An underground roadway for street cars, now nearly completed, which is to cost \$5,000,000.

tion being to continue the route as needed, and to extend and supplement it with elevated lines when necessary.

The building of this subway was begun in February, 1895, and has been continued with but little interruption since. Such progress has been made that it is now more than half completed. That portion which will be most serviceable, from Scollay square to Park square, it is expected will be ready for use by March, 1897.

The estimated cost of this work, complete, is \$5,000,000. The construction is of steel beams and columns in concrete. It is a covered cut throughout, and is of four-track width more than half the way. It would leave the streets through which it runs entirely free for vehicles and pedestrians, abolish all grade crossings in the congested district, afford an unobstructed route for street cars through this district of four times the present surface capacity, and should yield, by lease to the line or lines using it, a revenue to the city that will reduce, if not meet, its cost.

THE METROPOLITAN WATER WORKS.— In 1895 the State Board of Health, in accordance with a commission intrusted it, reported a plan for a metropolitan water-supply, which has been adopted. Under it a Metropolitan Water Board is to expend

As much as five years ago it was foreseen that a remedy for this state of affairs would soon be imperative, and various plans were proposed. A rapid transit commission, appointed by the Legislature (whose powers were advisory only, however), suggested a combination of street widening with elevated and underground roads, and in 1893 another commission was appointed to build a subway or underground road through the worst of the congested district; viz., from the Public Garden to, or nearly to, the Union Station one way (north), with a branch the other, out into the freer ground to the south, the inten-





JESSE MOULTON,
Of Moulton & O'Mahoney, Engineering
Contractors, now engaged in con-
struction of the Boston Water Works.



MICHAEL O'MAHONEY,
Of Moulton & O'Mahoney, Engineering
Contractors, now engaged in con-
struction of the Boston Water Works.

\$27,000,000 to secure a water-supply for the twenty-eight cities and towns comprising the metropolitan district,



"DAM 5," BOSTON WATER WORKS.
Showing work of Contractors Moulton & O'Mahoney.



PINE BANKS PARK, Malden and Melrose.

Owned by Hon. E. S. Converse. Designed by Edward P. Adams, Landscape Architect and Civil Engineer, 1039 Exchange Building, Boston.

Boston proper included. It is proposed to take water from the thinly populated highlands of the central portion of the State, and distribute it throughout the metropolitan district, utilizing in part the present sources of supply for Boston proper, the aqueducts, etc., and to get an additional supply from the Nashua River, thirty-three miles from the State House in an air line, from which the water will flow by gravity to the Sudbury source, at present utilized, and thence by the city works to the reservoirs of Boston. The estimated capacity of these new works, in conjunction with the old, is 173,000,000 gallons daily.

Other sources of supply within sixty-four miles are also available. A supply of 472,000,000 gallons can be had, and in a favorable location a lake can be created to hold no less than 406,000,000,000 gallons, or thirteen years' water-supply for the entire district.

A dam, to be built at once, will make the largest storage reservoir in the world, — one of 63,000,000,000 gallons capacity, — twice as much as New York's new Croton aqueduct, and four times that of the great Welsh dam, of the Liverpool, England, water works.



RESIDENCE OF HOWARD W. SPURR, Arlington.
(Of Howard W. Spurr & Co., Wholesale Grocers, 19 and 21 Commercial Street.)

The expense for these works is to be paid by the State in the first instance, the Commonwealth to be reimbursed by annual payments of the towns interested. Of the total cost, \$19,000,000 goes for works, and \$8,000,000 for land, and \$4,750,000 of the \$19,000,000 is to be expended to improve the quality of the water.

THE METROPOLITAN SEWER COMMISSION.— This body has jurisdiction in nineteen cities and towns, which are components of the Greater Boston. It has practically completed a system of trunk sewers throughout the district, at a cost of \$5,800,000 (bonded at three per cent. for forty years), apportioned among the cities whose sewerage these mains are to convey.

This sewer system is designed to meet the conditions anticipated for 1930; viz., a population outside of Boston, in the district, of 775,000. It is complementary to the Boston drainage works, and in part is connected with it. Fifteen towns lying in the northern half of the metropolitan district are in one system, known as the North Metropolitan;

three others connect with the Boston works. Thus there will be two systems of intercepting sewers draining the district, and discharging respectively on the north and south sides of the harbor into the sea.

THE METROPOLITAN PARK SYSTEM.— The Metropolitan Park District includes the twelve cities of Boston, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Newton, Quincy, Somerville, Waltham, and Woburn, and the twenty-five towns of





W. B. de las CASAS,
Attorney and Counsellor at Law,
with correspondents in the Span-
ish-speaking countries. Office,
40 Water Street. Also Chairman
Metropolitan Park Commission.

Arlington, Belmont,
Braintree, Brookline,
Canton, Dedham, Dover,
Hingham, Hull, Hyde
Park, Melrose, Milton,
Nahant, Needham, Re-
vere, Saugus, Stoneham,
Swampscott, Wakefield,
Watertown, Wellesley,
Weston, Weymouth,
Winchester, and Win-
throp; that is, speaking
roughly, all the cities
and towns within twelve
miles of the State House.
Within the limits of this



MIDDLESEX FELS, Metropolitan Park System.



REVERE BEACH, Metropolitan Park System.

district the Metropolitan Park Commission is authorized to acquire and maintain open spaces for the benefit and recreation of the public. The commission consists of five members, appointed by the Governor, who serve without compensation.

There has so far been placed at the disposal of the commission by the State the sum of \$2,800,000, which amount is subsequently to be repaid by the towns and cities in the district in the form of an annual State tax.

The work of the commission is not intended to supplant that of the local park commissions, many of which have already supplied themselves with more or less elaborate and expensive parks, but to supplement these local systems by preserving large areas of forest, river bank, and beach, which, from the fact of their lying within the limits of different local jurisdictions, or for other reasons, would be lost to the public except for the intervention of a metropolitan authority.



PUBLIC LIBRARY, Copley Square. McKim, Mead, & White, Architects.

A monumental edifice, richly adorned with sculpture and paintings. It contains 625,000 volumes, and cost \$2,500,000.

The lands already acquired by this commission differ somewhat from the more finished parks to be found in the more crowded parts of the district, and the intention being to preserve them largely in their natural condition, they are very properly called by the commission "reservations."

The largest of these reservations is the Blue Hills, a range of hill and forest seven miles in length, lying south of Boston, in the towns of Milton, Canton, and Braintree, and the city of Quincy, and containing within its limits about four thousand acres of wild and rugged scenery. These hills are not only one of the chief landmarks of Eastern Massachusetts, but are intimately associated with the history of the Indian tribe which gave to the State its name. Roads and bridle-paths have been built, making the scenery of the reservation now accessible to the public; and arrangements have been made, in conjunction with the city of Boston, for the connection of the base of the hills with Franklin Park, of the Boston park

system, by a broad parkway, which will give direct access from the centre of the district.

Lying a short distance to the west of the Blue Hills, with which it is expected a similar connection will some time be made, is the Stony Brook reservation, a wooded basin of ledge and forest, at the bottom of which lies a picturesque pond.

This reservation, of about four hundred acres, lies partly in Hyde Park and partly in Boston, and is connected with the Arnold Arboretum of the Boston park system by the lands taken for the West Roxbury parkway, in which is included Bellevue Hill, a favorite point for an extended view.

To the north of Boston, and lying partly in the towns of Winchester, Stoneham, and Melrose, and the cities of Malden and Medford, is the Middlesex Fells, a high wooded plateau, which includes several of the water reservations of this locality, and contains in its thirty-two hundred acres some of the loveliest scenery in New England. Several highways traverse the reservation, and beyond the construction of a few wood roads, and the taking of the necessary precautions against forest fires, there is no immediate need of extensive development, now that the threatened encroachment of land speculators has been averted.

The Hemlock Gorge reservation is situated at Newton Upper Falls, on the Charles River, just where the boundaries of Newton, Wellesley, and Needham come together. At this point the river passes through a wild gorge, which is crossed by an aqueduct of the Boston water system on a magnificent granite arch known as "Echo Bridge." The



ENTRANCE TO THE PUBLIC LIBRARY.

With the seals by Augustus St. Gaudens.

spot has long been considered one of the gems in the scenery of this winding river, and the action of the commission was most timely, as its beauties were already threatened by building operations.

To the north-west of Boston, on the line between Waltham and Belmont, is the Beaver Brook reservation, which preserves within its narrow limits the scenery made famous by Lowell's poem of that name, and the far-famed Waverley oaks.

The most expensive, but perhaps the most popular and health-giving, of the reservations will be the Revere Beach. The commission has taken a strip of beach and upland, about three hundred feet in width and three miles in length, easily reached by steam and electric cars from Boston and the whole northerly part of the district. The railroad which now encumbers the ridge of the beach will be moved farther inland, and in its place a boulevard will be constructed. The present unsightly buildings between the railroad and the sea are to be removed,

and arrangements made so that the people shall have the free and unobstructed use of the ocean front under such conditions as will assure good order and healthful enjoyment.

In conjunction with the cities of Boston and Cambridge, practically all of both banks of the Charles River have been secured from Craigie's bridge to the dam at Watertown, a distance of over eight miles.

For the better development of these



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THE MEMORIAL LIONS, by Louis St. Gaudens.
Staircase of the Public Library.



PORTICO AND COURT OF THE PUBLIC LIBRARY.



MAGAZINE ROOM, PUBLIC LIBRARY.



Copyright, N. L. Stebbins.

FRESCO BY PUVIS DE CHAVANNES, Stairway and Corridor of the Public Library.

Subject: "The Muses Greeting the Genius of Enlightenment."

lands the Metropolitan Park Commission and the State Board of Health have recommended the erection of a dam near the West Boston bridge, which, by retaining the fresh water of the river and excluding the high tides of the sea that now frequently overflow the banks of the lower reaches, would make it possible to keep the water above this dam at a constant level, — a manifest advantage both for the cause of health and beauty. Some opposition has been made to these recommendations, but if carried out a "court of honor" will be created in the very centre of the city, which will give to the district the most beautiful water park in the world.

In two cases the Metropolitan Commission has coöperated with the local authorities in carrying out plans of general interest. At Swampscott the commission has taken King's Beach, under an agreement with the town that the local park commission should

take Blaney's Beach, both of them being encumbered with squatter fish-houses which had long passed their usefulness and were an eyesore to passers-by on the adjoining thoroughfares.

From Winchester to Medford, along the picturesque banks of the Abbajona River and shores of the Mystic Lake, lands have been obtained by purchases partly by the Water Board of the City of Boston, partly by the town of Winchester, partly by the commission, and partly by gifts from public-spirited men; and the Mystic Valley parkway, now in course of construction along these shores, not only furnishes charming glimpses of scenery, but also gives an additional means of access to the Fells,



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FRESCO BY SARGENT, Third Floor, Public Library.

Subject: "The Dawn of Christianity."

which lie only a short distance east from the terminus of the parkway at Winchester.

Some work has been done in the way of connecting the various reservations and making them more accessible from the more densely populated parts of the districts. Mention has already been made of the Blue Hills parkway connecting the Blue Hills with Franklin park, and the West Roxbury parkway connecting the Stony Brook reservation with the Arnold Arboretum. By these connections with the Boston park system the reservations south of Boston are made easy of approach from the heart of the district. The Middlesex Fells



RESIDENCE OF A. F. HAYWARD.

(Of Fobes, Hayward, & Co., Inc., Manufacturing Confectioners.)
Newton Highlands.

are in like manner to be connected with the congested portion of the district by the Middlesex Fells parkway, which is already under construction from the southern portion of that reservation to Salem street in Medford and Pleasant street in Malden. This parkway when completed is designed to cross the broad marshes of the Mystic River, and terminate at Broadway park in Somerville.

The work already undertaken will require the expenditure of the entire appropriation so far made. What has already been accomplished, however, by this commission seems to have commended itself to the people of the district, and the Legislature has been requested to place a further sum at the disposal of the commission.



"BROOKLEDGE," Residence of James I. Brooks.

(Of James I. Brooks & Co., Bankers.)

Old Trail Entrance to Franklin Park, Roxbury District of the city.



RESIDENCE OF ARTHUR WALLACE POPE.

(Leather Merchants.)
Suburb of Wellesley, twelve miles out.

THE STATE BOARD OF HARBOR AND LAND COMMISSIONERS is of recent creation. It is metropolitan in the sense that while its powers cover all the harbors of the State, Boston's — that of the metropolis — is its special watch and ward. There has been some discussion by this commission of the question of public ownership of the docks, but thus far nothing in this direction has been done.

“GREATER BOSTON.” — A Greater Boston or Metropolitan District Commission was appointed by the State Legislature of 1894, to consider the question of metropolitan union. This commission has returned its report, thereby completing its work, and its lease of life has expired.

The report of this body is exhaustive. It treats of the advantages to be derived from, and the objections to, consolidation; considers, pro and con, absolute union and limited union; cites the experience and methods of large European cities in the matter of metropolitan extension; and, finally, recommends the submission to the popular vote of a plan for a consolidated “county” government (*i.e.*, a federation of independent cities and towns) as one best suiting the conditions.

This matter comes up first, however, for approval, before the Legislature of 1897.



PANORAMA OF THE BACK BAY DISTRICT OF THE CITY. From the Common.

THE EDUCATIONAL INSTITUTIONS OF BOSTON.—PUBLIC SCHOOLS AND THEIR MANAGEMENT.—PRIVATE AND DENOMINATIONAL SCHOOLS.—HIGHER INSTITUTIONS.—HARVARD.—THE "TECH."—BOSTON COLLEGE AND BOSTON UNIVERSITY.—MEDICAL AND LAW SCHOOLS—SCHOOLS OF ART AND MUSIC, ETC.

BOSTON has a great name in the land as an educational centre; its reputation and advantages in this regard are its proudest boast. Its free-school system has long been a model for the country

Architecturally speaking, many of the public-school buildings of the city are almost extravagantly fine. The Boston Latin and English High School buildings, which cost \$750,000, and on which a further sum is yet to be spent, the "Roxbury High," "Prince," "Horace Mann," "Bowdoin," "Gibson," "Stoughton," and "Henry L. Pierce" schools, are examples of this lavish expenditure.

The number of children of school age in the city is 80,000. Of these, about 68,000 attend the day schools and about 5,000 the night schools. It is estimated that some 7,000 to 8,000 attend the private and denominational schools of the city, although many of these last come from out of town.



BOYS' LATIN AND ENGLISH HIGH SCHOOL, Warren Avenue.
These buildings cost \$750,000. George A. Clough was the architect.

at large; and although not entirely above criticism in this respect, it is one of the most liberal cities in the world in its expenditure for free education, and one of the most advanced in scholastic methods and educational administration.

The city owns and maintains for free-school purposes 180 buildings. The value of this property is more than \$3,000,000. The annual expenditure for the school department is about \$2,500,000.



THE STATE'S NORMAL ART SCHOOL, Newbury Street.



RESIDENCES OF HORACE PARTRIDGE AND FRANK P. PARTRIDGE.
 (Of the Horace Partridge Company, Wholesale Fancy Goods, 55 Hanover Street,
 and Sporting Goods, 335 Washington Street.)
 1718 and 1722 Massachusetts Avenue, North Cambridge.

The public-school teachers number 1,551 (male, 197; female, 1,354). They draw salaries ranging from \$456 a year for the lowest grade, to \$3,780 for the most expert. The pay is generous, and the qualifications required are high.

The department is organized for purposes of instruction into 620 schools. These are graded as kindergartens, primary schools, grammar schools, and Latin and high schools. Besides these the department maintains a school for the deaf, evening high, evening elementary, and evening drawing schools, a mechanic arts high school, and two "parental" or disciplinary schools for truants and incorrigibles.

No distinction whatever is made between colored and white children. There is one



RESIDENCE OF A. H. HEWS, Weston, Mass.
 (Of A. H. Hews & Co., Manufacturers of Fancy Earthenware,
 North Cambridge.)



COUNTRY RESIDENCE OF B. M. JONES.
 (Of B. M. Jones & Company, Steel, Forgings, etc.)
 Belmont, Fitchburg Railroad, near Boston.



RESIDENCE OF THE LATE JOHN P. SQUIRE.
 (Of John P. Squire & Company, Packers.)
 Massachusetts Avenue, suburb of Arlington.

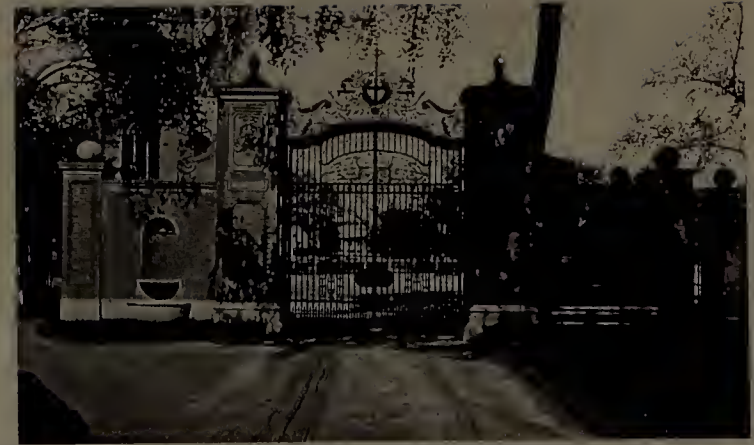
colored teacher employed. Under the law, education is compulsory, and seventeen truant officers are employed to enforce the statute. The city furnishes all necessary books and stationery. The course required of each pupil covers nine years, beginning with the kindergarten and ending at the high school. Drawing, music, and the languages are taught in the grammar course. The girls above a certain grade have special instruction in cooking and needlework, and the boys have manual training in the grammar schools. The public library is at the service of the school children. The Latin school has a course preparatory for the colleges.

The Mechanic Arts High School occupies a fine new building in the Back Bay District. It has seven skilled instructors and an attendance of 154. It combines mechanical practice with English and mathematical instruction. It has thoroughly equipped shops and laboratories. Although something of an innovation, it has already justified the liberal expenditure which has been made for it. The sanitary inspection of schools here is very thorough. The seating and



DINING ROOM, MEMORIAL HALL, Harvard University.

This building commemorates the services of the sons of Harvard who fell in the Civil War.



HARVARD GATES.



HEMENWAY GYMNASIUM, Harvard University.

comfort generally of pupils is a study of the management. Attention is given to many minor practical details looking to the care and well-being of the youth in its charge. The schools are governed by a board of twenty-four members, elected for three years, so that a third of the number retire each year. The best citizens aspire to the place. Women are qualified to vote for members of the school board, and the gentler sex has representation in this body.

Free schools, too, are maintained in all the suburbs in a style and with a liberality scarcely less notable than in the city proper.

Boston forms, also, with its suburbs, a very noted seat of private schools, and is more especially renowned



GROUNDS OF HARVARD.



OLD BUILDINGS OF HARVARD.

for the number and character of its higher institutions of learning. In the city proper are located Boston College of the Jesuit Fathers, Boston University, the Massachusetts Institute of Technology, the New England Conservatory of Music, and, among other schools, three art schools, four of medical science, two of dentistry, two of physical culture, and one each of pharmacy, veterinary science, agriculture, and forestry. In Cambridge are Harvard, Radcliffe College for women, and the Episcopal Theological School. In Wellesley is the famous college of that name for young ladies; in Medford, Tufts College; and in Andover, just outside the bounds of Greater Boston, are Abbott and Phillips academies, and the Andover Theological Seminary of the Congregational Church.

Academies, in fact, and boarding-schools are numerous in the city and its surroundings. Many of them are widely known, and many, too, are old. Harvard was founded in 1636, and is the oldest American college, "William and Mary," in Virginia, excepted. The Andover Theo-



HARVARD HALL, OF HARVARD UNIVERSITY.

logical Seminary was founded in 1807, and the Abbott Girls' School, at the same place, in 1829. Chauncy Hall School, in Boston, was opened in 1828; Tufts College, in 1850; the Conservatory of Music, in 1853; Notre Dame, of Roxbury, in 1854; and the Institute of Technology, in 1861.

Harvard, with its 4,175 students and 455 officers and instructors, its

substantial resources, rich endowments, comprehensive facilities, and world-wide fame, is, of course, easily first among all these institutions, as it is likewise, take it all in all, among those of the country. It embraces in one organization, of which Charles W. Eliot is president, a College of Arts and Sciences; the Lawrence Scientific School; a Unitarian Divinity School; Law, Medical, and Dental Schools, and a School of Veterinary Medicine; the Bussey Institution, a School of Agriculture; the Arnold Arboretum (a part of the park system of Boston); a Library of 466,500 volumes; the Agassiz and University Museums, scarcely surpassed in the fulness and extent of their collections even by the famous Smithsonian Institution in Washington; a Botanic Garden; Herbarium; Astronomical Observatory; and the Peabody Museum of American Ethnology and Archæology.

The Medical and Dental Colleges and Veterinary School are, for convenience of hospital practice and clinical instruction, situated in Boston; the Bussey Institution is, with the Arboretum, in that city also; and there, too, in the Boston Art Museum, is



ROOMS OF A HARVARD UPPER-CLASS MEN'S CLUB, Cambridge.

the large and valuable collection of works of fine art owned by the university. The other departments are in Cambridge. They occupy there buildings covering solidly, with the college grounds, an area of many acres of the heart of that city, — a noble group, many of them really imposing, and several, the museums particularly, of special interest to the public, to whom they are open free.

Access to the grounds is also unrestricted. These grounds of Harvard are spacious and park-like. They give Cambridge a sylvan distinction which is very charming. Indeed, although a city of no inconsiderable population and business nowadays, to Harvard Cambridge mostly owes its celebrity still.

Boston University occupies a group of buildings on Beacon Hill, in Boston, close to the State House. It was founded in 1869 through the liberality of Isaac Rich, Jacob Sleeper, and Lee Clafin. William F. Warren is its president. It has more than a hundred instructors and over a thousand students, the



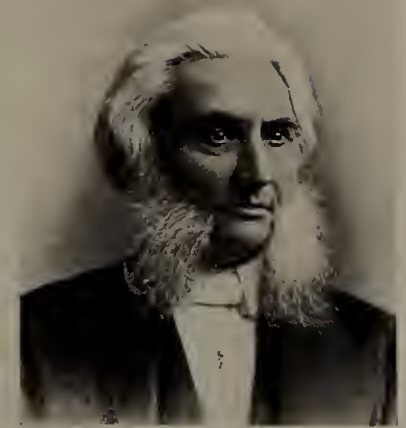
WELLESLEY COLLEGE AND LAKE WABAN, Wellesley, 15 miles from Boston. (58)



BOSTON UNIVERSITY. Reception Room.

latter from all parts of the Union, and from more than twenty foreign countries. There are distinct faculties of Theology, Law, Medicine, the Liberal Arts, and Agriculture. Last year students already possessed of literary or professional degrees came to this university from eighty-one American and foreign colleges, universities, and professional schools.

The Massachusetts Institute of Technology, of which Gen. Francis A. Walker is president, originated with Professor W. B. Rogers before the war, and was founded with a patronage which secured it a grant of State lands in the reclaimed Back Bay District of the city, upon part of which its buildings have been erected.



ISAAC J. WETHERBEE, D.D.S.,
President Boston Dental College.
Born, 1817. Graduated from Baltimore Dental College, 1850. Prime mover in founding Boston Dental College, of which he has been president twenty-four years.

The Civil War delayed its opening until 1865. A beginning was made that year with fifteen students. The number now, about 1,200, affords a measure of its growth; and in the representative character of its attendance, which is drawn from all parts of the Union, and even from abroad, a gauge also of its reputation.

The ideal conceived by the founders of this institution was to



HARVARD DENTAL SCHOOL, foot of North Grove Street.
Eugene H. Smith, D.M.D., Dean.



INFIRMARY, BOSTON DENTAL COLLEGE, 214 Columbus Avenue.
Isaac J. Wetherbee, D.D.S., President.

mature a polytechnic institution which should further the industrial interests of the State, and, incidentally, raise the quality of its manufactures. Its scope now, as summarized in the following sketch of it, is vastly wider:

“Its prominent feature is the School of Industrial Science, devoted to the teaching of science as applied to the various engineering professions, civil, mechanical, mining, electrical, chemical, and sanitary, as well as to architecture, chemistry, metallurgy, physics, and geology. Courses of a less technical nature, designed as a preparation for business callings and in biology, preparatory to the professional study of medicine, are also given, and the Lowell School of Practical Design is carried on in connection with the Institute.”

The State is represented in the corporation which governs this institution. The staff of instructors and lecturers numbers 125. From 400 to 500 students now present themselves for admission at the opening of



NEW ENGLAND CONSERVATORY OF MUSIC.
Main Building and Annex.
East Newton Street, Franklin Square.



BOSTON COLLEGE AND CHURCH OF THE IMMACULATE CONCEPTION, Harrison Avenue,
Concord to Newton Streets.

Incorporated 1863; conducted by the Jesuit Fathers. Rev. Timothy Brosnahan, President.

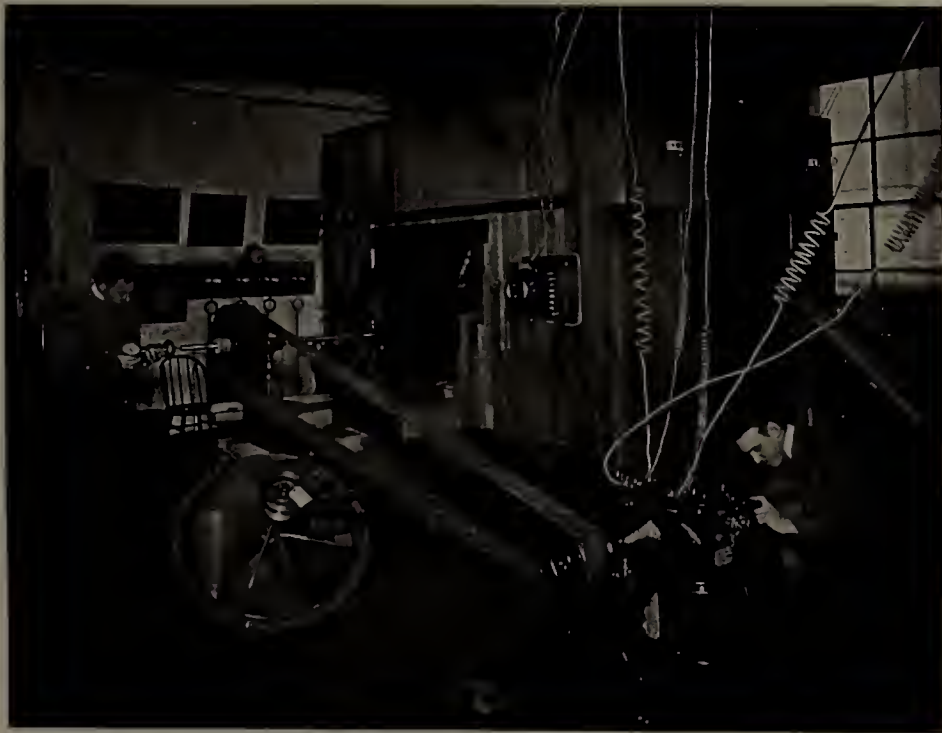
the session. The principal buildings occupy a square of ground in the heart of the city.

Boston College, occupying the building shown in the cut on this page, together with others not comprehended in that view, is the chief of the higher educational institutions of the Catholic Church in New England. It was incorporated in 1863, under a charter providing that no distinction of religious faith should be made by it in respect of entrance or degrees; is conducted by the Jesuit Fathers; has an enrolment of something over 400 students, and a faculty of twenty-one, with Rev. Timothy Brosnahan, S.J., as its president.

Radcliffe is a women's college, occupying several buildings in Cambridge. It is closely allied with Harvard, although of independent organization. Its courses, examinations, and degrees,



MASSACHUSETTS INSTITUTE OF TECHNOLOGY. View in the Laboratory of Applied Mechanics. Testing the efficiency of screw-jacks.



MASSACHUSETTS INSTITUTE OF TECHNOLOGY. Laboratory of Electrical Engineering. Study of the efficiency of ventilating-fans by an electrical method.

and many of its instructors are the same as at that institution, or very nearly identical. Wellesley is fourteen miles from the city, in one of the outlying suburbs, on Lake Waban. It has 300 acres of handsome grounds. It was incorporated in 1870, and has about 1,000 students.

The Dental School of Harvard was established in 1869. It is on North Grove street, Boston. It has a faculty of fourteen and a staff of twenty-five instructors. Its students number over a hundred, and are required to pursue a three-years'

graded course before being eligible to the degree of Doctor of Dental Medicine. The first year of the course is in connection with the Medical School of the university. The students receive thorough clinical instruction, and have, besides the opportunities of the infirmary attached to the school, access to the hospitals of the city, the museum of the Medical School, and the libraries of the university. The office of the dean, Dr. Eugene H. Smith, is at 283 Dartmouth street.

The Boston Dental College, Isaac J. Wetherbee, D.D.S., president (a practitioner in Boston for forty-nine years), was incorporated in 1868. It has a faculty of nine professors and twenty-three instructors. Its course



MASSACHUSETTS INSTITUTE OF TECHNOLOGY, Boylston Street, between Berkeley and Clarendon.



S. S. CURRY, Ph.D.,
Dean of the School of Expression,
Y. M. C. A. Building, Boylston
Street, corner of Berkeley.

is three years (nine months each year), with clinical and mechanical work a requisite. Its examinations for degrees are practical and strict. It affords in the infirmary, laboratory, and library of its new college building at Tremont, Clarendon, and Montgomery streets, and in clinics at the city hospitals and institutions, superior facilities for study, not only in dental surgery, but in the allied sciences. At present it has an attendance of about two hundred students. The cut herewith is a view of its infirmary. It has also a well-appointed mechanical department, and commodious lecture-rooms and room for anatomical study.

Boston University Law School has 44 lecturers and instructors, and 345 students. Harvard Law

School has a staff of 10 instructors and 465 students.

Among the scholastic institutions of the city, music, art, and voice and

physical culture have conspicuous representation in several of high class. It is not too much to say that the New England Conservatory of Music, East Newton street, fronting Franklin square, this city, is the most notable institution of the kind in America. It was founded by the late Dr. Eben Tourjee in 1853. It embraces five separate departments, viz.: Music, Elocution, Oratory, Modern Languages, Fine Arts, and Pianoforte and Organ Tuning, with a college of music for advanced students, which is connected



Y. M. C. A. BUILDING, Boylston and Berkeley Streets.
The School of Expression, S. S. Curry, Ph.D., Dean, occupies its second floor; "Chauncy Hall," a famous private school for boys and girls (founded 1828), Taylor, DeMeritte & Hagar, principals, the third and fourth.



CLASS ROOM IN THE HOPKINSON SCHOOL, 29 Chestnut Street.
J. P. Hopkinson, Principal.



THE HOPKINSON SCHOOL, 29 Chestnut Street.
J. P. Hopkinson, Principal.



THE ALLEN GYMNASIUM AND TURKISH BATHS. Mary E. Allen,
Proprietor, 42 to 56 St. Botolph Street.

This Institution embraces a Gymnasium proper for women and children, with class work and private instruction; a Normal Department; Bath Department; Swimming School, Water Cure; Bowling Alleys and Tennis Court. The Hall is let for Tennis Parties, and the alleys are the resort of Bowling Clubs.



SWIMMING POOL, ALLEN GYMNASIUM, St. Botolph and Garrison Streets.

with Boston University. It is under the control of a Board of Trustees, with Carl Faelten, Director, and Frank W. Hale, General Manager, in charge. It has 70 instructors and over 1,600 students.

There has been a school of drawing and painting conducted by artists of the city, in connection with the Museum of Fine Arts, here since 1876. The Massachusetts Normal Art School is maintained by the State for the training of teachers, and those preparing to teach in drawing and painting. The Lowell School of Design, auxiliary to the Massachusetts Institute of Technology, has for its purpose instruction in mechanical designing and particularly in art as applied to manufactures.

The Cowles Art School, the largest institution of the kind under private management in this country, occupies quarters in the new Studio Building, 145 Dartmouth street. It was founded in 1883, by Frank M. Cowles, still at the head of it, has a staff of 9 instructors, and an attendance of about 240.



LIFE CLASS, COWLES ART SCHOOL, New Studio Building, 145 Dartmouth Street.
Frank M. Cowles, Manager.

In addition to a thorough training in art given to regularly entered pupils, special arrangements are made for the admission of others who are obliged to gain their instruction at irregular intervals. Certificates are given, but not diplomas. A course of lectures on art topics supplements the regular instruction. Competitions are held frequently.

Following is an enumeration of the classes, showing the curriculum: "Men's Life," two (morning and evening); "Women's Life;" "Preparatory Antique," two; "Antique," two; "Water Color, Advanced;" "Modelling," two; "The Head," two; "Life;" "Still Life;" "Illustrating;" "Decorative Design;" "Water Color," two; "Composition;" "Perspective;" "Artistic Anatomy;" "Sketch Class." The illustration on page 63 shows the Life Class.

Pupils of this school have won distinction in the great Paris



DRAWING ROOM OF THE COMMONWEALTH-AVENUE SCHOOL.

A Home and Day School for Girls, Miss Hannah E. Gilman and Miss Julia R. Gilman, Principals. References: Maj. Gen. O. O. Howard; Pres. L. Clark Seelye, of Smith College; Rev. Geo. A. Gordon, D.D.; Rev. E. E. Hale, D.D.; U. S. Senator Wm. P. Frye; Miss Helen M. Gould, N.Y.

schools of art, and it is well and favorably known there.

The Allen Gymnasium for women and children, situated at the corner of Garrison and St. Botolph streets, is an institution of many unique and praiseworthy features. It was founded in 1878 by Miss Mary E. Allen, formerly connected with the public schools of the city, and is still conducted by her. The buildings occupied by it were put up, one by a stock company a few years ago, the other by a friend of the institution. They contain a large and small hall for gymnastics, Turkish and swimming baths, class rooms, bowling alley, running track, office, etc., and are fitted up with the latest and best apparatus for exercise and recreation.

The plan of work of this institution is the American or eclectic. There are regular courses for ladies and



DRAWING ROOM IN MISS FRANCES V. EMERSON'S HOME AND DAY SCHOOL FOR GIRLS, 18 Newbury Street.



NOTRE DAME ACADEMY. The Chapel.

children, class-work and special or private work for individuals who need bracing up. The instruction given combines a progressive series of exercises, with and without apparatus in the hands, with relaxing,

poising, strength and endurance movements, and other exercises along lines original with Miss Allen. There is a normal department also, with special instruction in anatomy, physiology, etc.



NOTRE DAME ACADEMY, 2893 Washington Street, Roxbury.

Other successful private schools of the city are the School of Expression, S. S. Curry, Ph.D., Dean, which is in the Y. M. C. A. building, and the following:

“Chauncy Hall,” in many respects the most notable of the private schools in the Hub, has educated already three generations, including many distinguished residents of the city; and under the management of Messrs. Taylor, DeMeritte, & Hagar bids fair to mould also its fourth generation of the youth of Boston and vicinity.

It was founded in 1828, by Gideon F. Thayer, in Chauncy place, now Chauncy street (whence the name), and there continued forty years. Its second building, in Essex street, was destroyed by fire. In 1874, by removal to Copley square, it pioneered the way to the then extreme Back Bay.

It occupies now the three spacious upper stories of the Y. M. C. A. building, Boylston and Berkeley streets.



NOTRE DAME ACADEMY. The Museum.

The "Hopkinson School" began in 1868 at 80 Charles street, whence it was moved to the old school-house of Mr. E. S. Dixwell, on Boylston place, and in 1887 to its present quarters at 29 Chestnut street. This building dates from the last century. It was designed by Bulfinch, and has been occupied at different times by some of the best-known families of Boston. It was formerly the residence of Edwin Booth, and is commonly known as the "Booth House."

This school has accommodations for 140 pupils. Its purpose is to fit boys for Harvard, to which it has sent during the last ten years 229 graduates. It has also sent pupils to Yale, Columbia, Williams, Amherst, and the School of Technology. Pupils are received at the age of nine and upwards. The school year begins with the last Monday in September and closes about the middle of June, with two recesses of ten days each, at Christmas and Easter.

One of the oldest and most excellent private schools of the city is the Home and Day School for Girls of Miss Frances V. Emerson, situated at 18 Newbury street, in the heart of that famous Back Bay quarter which contains the homes of wealth and culture, and those typical institutions of Boston, the Art Museum, Public Library, and Museum of Natural History. This school was established in 1875, by Miss H. A. Johnson. It has college, preparatory, regular,

and advanced courses, with music a specialty; under skilful teachers; and supplementary thereto, lectures by distinguished persons. It aims at thoroughness and a symmetrical development of the character, as well as intellect, of those in its charge, and its home



RESIDENCE OF GEORGE W. OLIVER, Building Contractor, Montague Street, Dorchester District of the City.



"CREST LAWN," the Residence of George F. Hewett, Wholesale Liquor Dealer, of Boston and Worcester. Gertrude Avenue, Falmouth Heights, Mass.



"CREST LAWN," the Residence of George F. Hewett, Wholesale Liquor Dealer, of Boston and Worcester. Gertrude Avenue, Falmouth Heights, Mass.

pupils (limited to sixteen) have genuine home life and individual care.

Notre Dame Academy, Roxbury, was founded in 1854, and is a select boarding and day school, under the care of the sisters of Notre Dame. It is situated two miles west of Boston Common, and is easy of access. The Egleston-square and Forest Hills electric cars pass its doors.

It is healthfully located, with extensive, pleasantly laid



CLASS ROOM IN THE GIRLS HOME AND DAY SCHOOL OF MISS WEEKS AND MISS LOUGEE, 231 Marlborough Street.

refined education. It has a fine library of 4,000 standard books, a chemical laboratory, and a complete gymnasium.

Its reputation is established; the fact that it counts among its present pupils the children and grandchildren of those of former days speaks volumes upon that score.

The Commonwealth Avenue School for Girls is one of the widely known and best private schools of the Hub. It is situated in the finest



RESIDENCE OF HON. JOHN H. SULLIVAN.
(Of the Governor's Council), Webster Street, East Boston.

out grounds, giving ample opportunity for out-door exercise, and is furnished with all the modern conveniences and every appliance for a thorough, re-



RESIDENCE OF HENRY E. WRIGHT, Pearl Street, East Somerville.

residential part of the city, near the Back Bay Park, and in the immediate vicinity of the Art Museum, the Public Library, and other literary and artistic institutions.

The aim of the school is to give a broad and thorough education to girls not contemplating a college course. It offers special advantages for the study of history, literature, art, the modern languages, and

music. Special attention is also given to those fitting for college. Pupils are prepared for the Harvard examinations, and are received on the certificate of the principals at Vassar, Smith, and Wellesley. Miss Hannah E. Gilman and Miss Julia R. Gilman are the principals.

Miss Weeks and Miss Lougee's School for Girls, of which there is also an illus-



THE RIVERSIDE PRESS, Cambridge.

Messrs. Houghton, Mifflin, & Co., Publishers, Boston.
 Boston office: 4 Park Street. New York office: 11 E.
 17th Street. Chicago office: 158 Adams Street.



THE "YOUTH'S COMPANION" BUILDING, 201 Columbus Avenue, corner of Berkeley Street.
 Perry Mason & Co., Publishers.

This periodical is far and away the leading young folks' and family journal of the country. The best writers in this country and abroad are contributors to its pages. It was established in April, 1827, and has a weekly circulation of 525,000. The building has a floor area of over two acres. More than five hundred persons are employed in the business.

tration herewith (page 67), is at 231 Marlborough street, in the "Back Bay" district of the city.

This school is now in its fourth year. It has three departments,—a junior and senior, and a college preparatory course,—and has special classes besides for advanced pupils. Expert teachers are in charge of each department, and the principals give supervision to the whole.

A limited number of home pupils are received.

OTHER INSTITUTIONS. — THE PRESS AND PUBLISHING BUSINESS OF BOSTON, AND THE CITY AS A LITERARY CENTRE. — THE PUBLIC LIBRARY AND ART MUSEUM. — THE THEATRES. — CLUBS AND SOCIAL PHASES. — CHURCHES AND CHARITIES. — LIVING AND HOTELS. — RESORTS AND LANDMARKS OF THE CITY.



THE ATHENÆUM PRESS, Cambridgeport.

Ginn & Company, Publishers of Text-Books. Boston, New York, Chicago, and London.

man, Longfellow, Holmes, Lowell, Hawthorne, Whittier, and others, either resident here or close by. Once the "Atlantic" was distinctively *the* literary periodical. Here grew up those great publishing houses which, despite transition and the movement toward New York, still flourish and support the literary prestige of the "Hub."

In Boston are established the Estes Press, the Riverside Press of Houghton, Mifflin, & Co., Roberts Bros., Lee & Shepard, Little, Brown, & Co., — the best known of American publishers. Here are Ginn & Co., Silver, Burdett, & Co., D. C. Heath & Co., and the University Press, among the foremost in the publication of school and text books. Here, among other periodicals, are published the "Atlantic Monthly," the "New England Magazine," the "National Magazine," "Donahoe's Magazine," the "Arena," the "Youth's Companion," "Wide Awake," and others. This city is or

HERE in Boston social advancement and culture, and business growth and progress, go side by side and hand in hand. In this city art and letters have been assiduously cultivated. For half a century art, indeed, in its various forms has contributed much to the city's advantage. It has won distinction in this refinement among its sisters of the land, and to it, indeed, art has been, quite as much as trade itself, capital, bringing rich returns.

Boston is a "centre," as the term goes, of the fine arts, — painting, sculpture, architecture, music, literature; all which, the fact has recognition, have their commercial value and practical side. Years ago it had its literary coteries and schools, so called, with Prescott, Ticknor, Park-



HENRY M. UPHAM,

Of Damrell & Upham, the "Old Corner" Bookstore, 283 Washington Street, corner of School.



THE "OLD CORNER" BOOKSTORE of Damrell & Upham.

283 Washington Street, corner of School. One of the historical landmarks of the city. Built in 1712, on the site of Anne Hutchinson's house. Occupied continuously as a bookstore and literary headquarters since 1828. (Since the death of Mr. Damrell, March 28, 1896, Mr. Upham continues the business under the same firm name.)



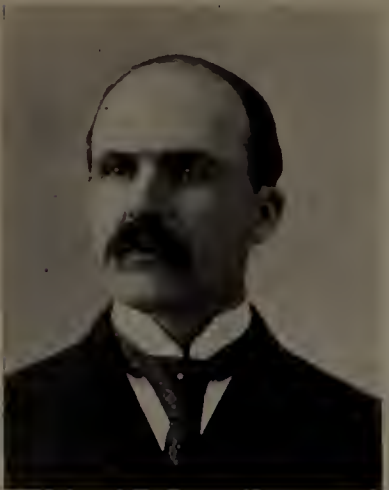
EDGAR O. SILVER,

President Silver, Burdett, & Company. Publishers of School and College Text-Books and Standard Literature, 110 and 112 Boylston Street.



HENRY C. DEANE,

Vice-President Silver, Burdett, & Company. Publishers of School and College Text-Books and Standard Literature, 110 and 112 Boylston St.



ELMER E. SILVER,

Treasurer Silver, Burdett, & Company. Publishers of School and College Text-Books and Standard Literature, 110 and 112 Boylston Street.



FRANK W. BURDETT,

Secretary Silver, Burdett, & Company. Publishers of School and College Text-Books and Standard Literature, 110 and 112 Boylston Street.

aged for fifty years by Nathan Hale, father of Edward Everett Hale. Congressman W. E. Barrett is one of the principals in its management. It is straightout Republican in politics, and it pays special attention to maritime and commercial news. The "Record" is its evening edition.

has been the home in recent years of William Dean Howells, Henry James, T. B. Aldrich, Boyle O'Reilly, E. E. Hale, N. S. Shaler, T. W. Higginson, Lawrence Hutton, Horace E. Scudder, Robert Grant, Oscar Fay Adams, James Jeffrey Roche, F. J. Stimson (J. S. of Dale), Julia Ward Howe, Margaret Deland, Elizabeth Stuart Phelps, Sarah Orne Jewett, Louise Chandler Moulton, Louise Imogen Guiney, and many others prominent in the field of letters.

Eight daily newspapers are published in Boston, — the "Herald," "Globe," "Advertiser," "Record," "Journal," "Post," "Traveller," and "Transcript."

The "Herald" is published twice daily, morning and evening. It is regarded one of the leading journals of New England. It was founded in 1846, is independent in politics, and is published by a company of which E. D. Haskell is president, John H. Holmes, treasurer (the latter also editor of the paper), and Wilford Patterson, business manager.

The "Globe" (Democratic), with both a morning and evening issue, has reached a circulation of 195,000 daily and 265,000 on Sundays. It was founded in 1872 by the late M. M. Ballou. Col. Charles H. Taylor is its manager and editor.

The "Advertiser" was founded in 1813, and was mar-



J. Q. ADAMS,

Of J. Q. Adams & Co., Subscription Book Publishers and Booksellers, 25 Bromfield Street. Established 1886. Specialty: Webster's International Dictionary, with sole agency for the New England States.



OFFICE OF D. C. HEATH & CO., School-Book Publishers, 110 Boylston Street.
D. C. Heath, President; W. S. Smyth, Vice-President; C. H. Ames, Secretary; W. J. Pulsifer, Treasurer. Boston, New York, Chicago, and London.



THE ESTES PRESS, of Estes & Lauriat, General Publishers.
192-202 Summer Street.

The devotees and votaries of art in Boston are, literally, legion. The directory lists over 600 professional artists, — mechanical designers,



LOTHROP PUBLISHING COMPANY, 92 Pearl Street.

Successors to D. Lothrop & Co., established 1850. Edmund H. Pennell, President; Frank M. Hoyt, Vice-President; Harry E. Morrell, Treasurer. Specialties: Juvenile, Sunday-school, and Historical Books.

etc., not included. Of the whole number, half are painters, 220 are architects, 45 are "decorators" and "designers," 13 are sculptors, and 11 landscape architects. The art students number 1,000.

The Museum of Fine Arts, Copley square, was founded in 1870. In 1876 the

The "Journal," morning and evening, Stephen O'Meara, editor, was established in 1833. It is devoted to the Republican cause. Its maritime column also is a feature and the news therein exceptionally complete.

The "Post," established 1831, is a one-cent Democratic morning paper, of about 90,000 circulation. E. A. Grozier is its manager.

The "Traveller," established in 1824, is an evening paper, with a circulation of 32,000 daily. Charles E. Hasbrook is its manager.

The "Transcript," established July, 1830, is a three-cent evening paper of independent politics, published by the Transcript Company, F. B. Whitney, manager, E. H. Clement, editor.

This is the place of publication also of innumerable organs of trade; among others, the "Commercial Bulletin" of Curtis Guild, Jr., the "American Architect," and "American Cotton and Wool Reporter;" three financial papers, three electrical weeklies, three devoted to architecture, four to the shoe and leather trade, and three to the textile industry. Nearly every trade, profession, order, interest, and cult imaginable has its exponent.



OFFICE OF THE LOTHROP PUBLISHING COMPANY, 92 Pearl Street.

building it occupies was begun, and in 1890 a considerable addition was made to it. This building has a striking front, the distinguishing features of which are two immense bas reliefs in which Art is figuratively treated. It represents an expenditure of about \$500,000, all raised by private contributions, and contains a priceless collection of antique casts and antiquities, Oriental and Japanese art, coins, tapestries, embroideries, wood-carvings, water-colors, engravings, statuary, works of the French, Dutch, Flemish, and German masters, the early American painters

(Allston, Copley, Trumbull, and others), and the modern American artists. A school of drawing and painting conducted by Boston artists occupies one wing of it. On certain days admission is free to this museum.

But it is most, per-

haps, in architecture that the community aspires to high artistic achievement. Boston has few of the great sky-scrapers that distinguish New York and Chicago, largely because of the local building ordinances limiting height, but it has some noble public buildings, chief among them the new County Court House and the group on Copley



SALESROOMS OF THE SOULE PHOTOGRAPH COMPANY, 338 Washington Street. W. B. Everett, W. S. Soule, successors to John P. Soule, pioneers in the Photo-Art Publishing business. Reproductions of famous works of art, ancient and modern, and views from all parts of the world. The largest collection in America.



FINE ARTS GALLERIES OF WILLIAMS & EVERETT, 190 Boylston Street.



VIEW IN THE ESTABLISHMENT OF DOLL & RICHARDS, 2 Park Street. Importers; Dealers in Oil Paintings, Engravings, Photographic Reproductions from the Old and Modern Masters and other Works of Art; and Designers and Makers of Picture Frames.



INTERIOR OF THE BOSTON THEATRE.
Eugene Tompkins, Proprietor.

square. The Court House is on Beacon Hill. It is 450 feet long, and cost \$2,500,000. It was planned by George A. Clough, of Boston. Its distinguishing feature is its grand vestibule of emblematic statuary by Mora, representing Law, Justice, Wisdom, Innocence, and Guilt.

Counting the Art Museum, just described, there are four grand structures fronting Copley square, a place already impressive, which, when the improvements contemplated are made, must one day be the most effective open in the city. Trinity Church is one of these four Copley-square structures. It is by Richardson, considered his master-work, and was decorated by Lafarge and Low.

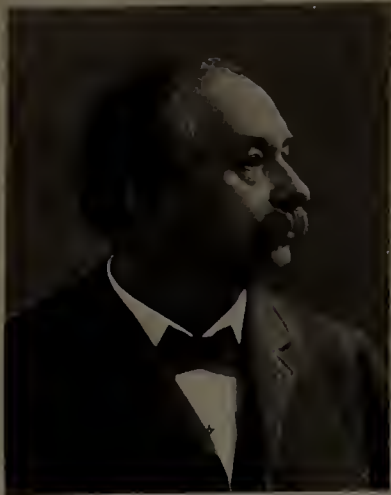
The carvers are just giving its cherubim and saints, columns, and exterior stone-work generally, the finishing touches. It has cost \$750,000, and is one of the finest examples of ecclesiastical architecture in the land.

Scarcely inferior to it is the new Old South Congregational Church, diagonally opposite, which was designed by Cummings and Sears, and built some years ago, at a cost of \$500,000. But the crowning glory of the square, and chief of all the public structures of the city, is the new Public Library, an edifice worthy in every way the local pride it inspires.



EUGENE TOMPKINS.
Proprietor of the Boston Theatre.





ISAAC B. RICH, Proprietor and Manager, Hollis-Street Theatre.

This building has cost to date, exclusive of its contents, \$2,500,000, and yet much remains to be done in the way of internal and external embellishment, and the improvement of its surroundings. It was built from plans by McKim, Mead, & White, is outwardly severely simple and inwardly ornate. It is adorned with costly marbles and mosaics, with frescos by the artists Abbey, Sargent, and Puvis de Chavannes, and with sculpture by French,



GRAND FOYER, BOSTON MUSEUM, Tremont Street, near Court.
Field, Rich, Harris, and Charles Frohman, Lessees and Managers.

St. Gaudens, MacMonnies, and others; and its superb monumental staircase, with the marble lions of Louis St. Gaudens, memorial of State commands that were in the Civil War, is the most artistic piece of work in any public building in America.

Thousands are drawn daily to view this fine building. It is one of the sights of the city. It is to be further beautified with mural paintings by Whistler, and statuary by Augustus St. Gaudens and others, and when completed will very likely remain, as it is to-day, the finest public structure on this side of the water. In it is a collection of more than 600,000 volumes, and it has room for 2,000,000. Bates Hall, its general reading-room, is 250 feet long, 42 feet wide, and 50 feet high, yet it is nearly always crowded.

Boston, we may say incidentally, whilst on this subject, is rich in the possession of many books. In the ten public, or partly public, libraries of the city over 1,000,000 volumes, pamphlets, and manuscripts are stored. The Boston



FOYER OF THE HOLLIS-STREET THEATRE.



BOWDOIN-SQUARE THEATRE, Bowdoin Square.
Charles F. Atkinson, Manager.



LYCEUM THEATRE, Washington Street and Boylston Square.
George R. Batcheller, Manager.

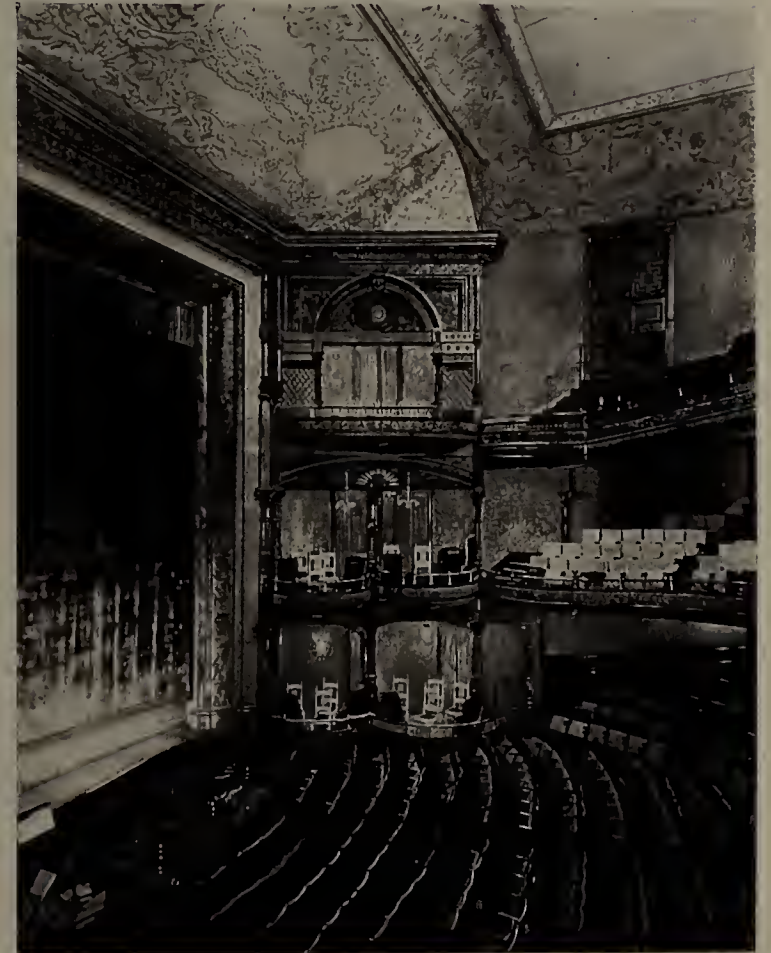
Athenæum, established 1807, has 180,000, many of them of priceless value. It embraces, among other features, the library of the American Academy of Arts and Sciences, and the private library of Washington. The library of the Massachusetts Historical Society numbers 37,000 books and 94,000 pamphlets, among that number the largest collection extant of books relating to the Civil War. In the Mercantile Library, an old one, are also many historical works. Other Boston libraries are those of the Congregational Church, 30,000 books; the New England Historic-Genealogical Society, 25,000; the library of the Natural History Museum, 20,000; the Medical Library, 20,000; the Law Library, 20,000; the General Theological Library, 15,000, and the State Library, 10,000.

Boston is a great "show" town, — with its large population in city and suburbs, one of the best in the land.

Fourteen regular theatres flourish here, and several museums and similar concerns besides. The principal places of amusement are the Boston Museum, for fifty years a leading house of the city, the Bowdoin Square, the Boston Theatre, seating 3,000, the Hollis Street, the Park, the Tremont, seating 2,000, and the Columbia, all devoted to the regular drama; Keith's, the Grand, the Lyceum, the Howard, and Grand



JOHN B. SCHOEFFEL,
Of Abbey, Schoeffel, & Grau, Limited,
Proprietors and Managers, Tremont
Theatre.



TREMONT THEATRE, Tremont Street.
William Seymour, Acting Manager.



FIRST SPIRITUAL TEMPLE, Back Bay District of the City.
 Founded 1885, by Marcellus J. Ayer, Wholesale Grocer of the city.

Opera, continuous or vaudeville shows; and the Castle Square, a fine new house, which has made a specialty of the lighter operas. Music Hall, a large but unpretentious structure, is the city's Temple of Song. Here the symphony concerts, a feature of the social life of the city, are given, and here the "pops" of the summer season (low-priced orchestral entertainments) are held. Mechanics Hall, of the Massachusetts Charitable Mechanics Association, seating 8,000, is used for grand opera, the horse show, and other large gatherings.

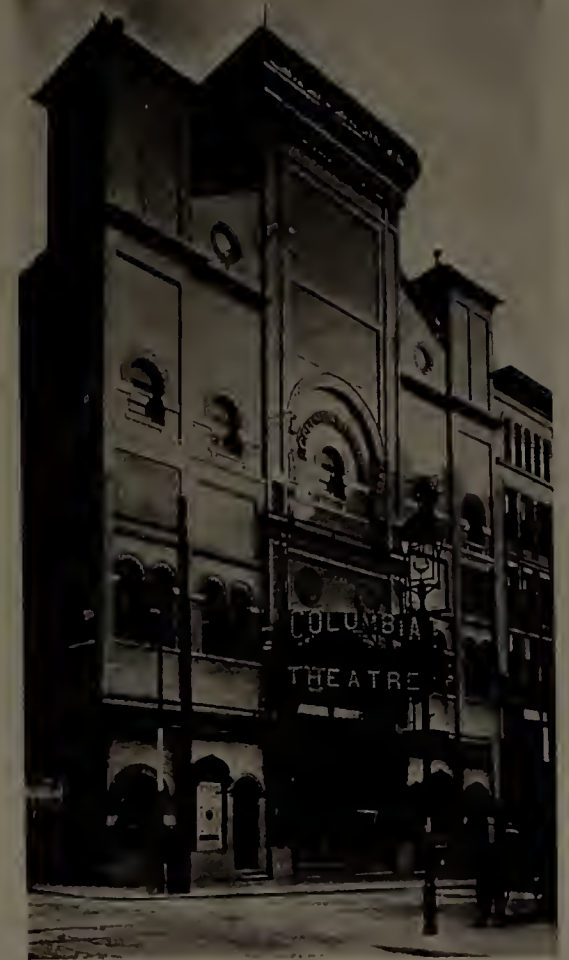
Diversified tastes are exemplified in the amusements and recreations of the people. The national game — field sport of all sorts, in fact — is in high favor. Yachting and boating have an extensive patronage. There are several race-tracks in the suburbs devoted to trotting sport, and one, that of the Country Club, for runners. Lecture courses, flower shows,

etc., are frequent. Organizations of all kinds — for pleasure, instruction, mutual benefit, what not — abound. About all the secret orders are represented here.

The Boston Athletic Association is one of the strongest organizations of the kind in the country. The Algonquin, Somerset, and University clubs are sumptuously housed. There are six musical associations, seven art clubs and societies, at least a dozen literary clubs, five in the class scientific and historical, two thriving women's clubs, professional clubs, political clubs, Hebrew clubs, Caledonian societies, Turn Verein, — clubs without end.



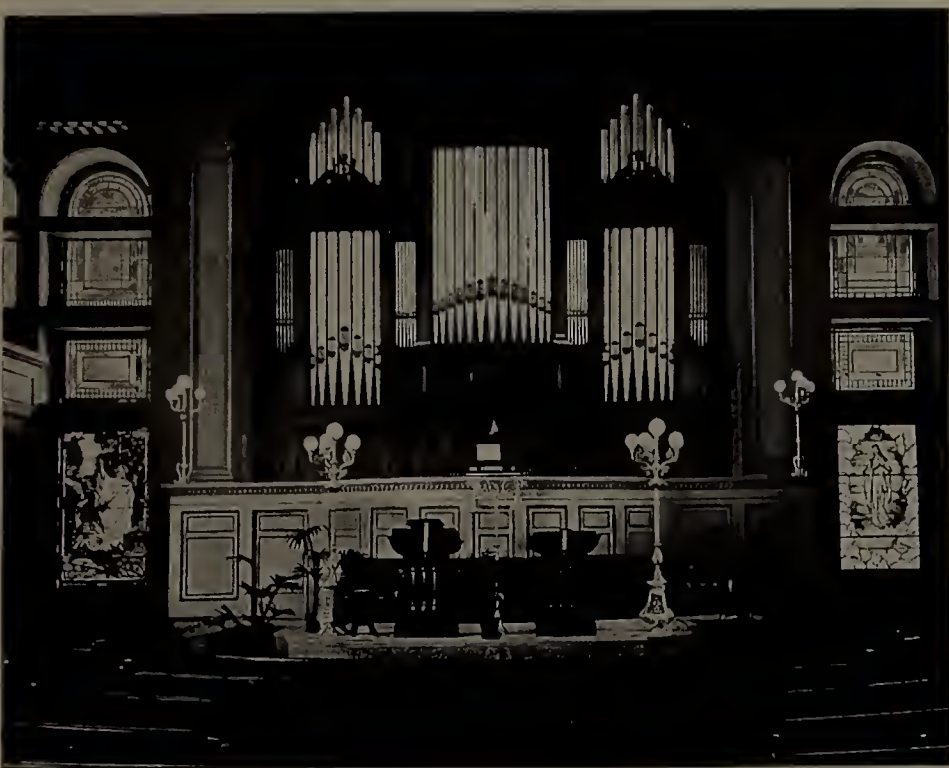
BOSTON YOUNG MEN'S CHRISTIAN UNION
 BUILDING, 48 Boylston Street.
 Organized 1851; Incorporated 1852. Wm. H. Baldwin,
 President. (Winslow & Wetherell, Architects.)



COLUMBIA THEATRE, 978-986 Washington St.
 Under the direction of R. M. Gulick & Co.,
 Proprietors.

** RAZOR No. 1456*

It is a community, however, not unmindful of its obligations. Its charities are many, its associations for social improvement, and public institutions of relief to be counted by the score. It supports eighteen hospitals, chief among them the Massachusetts General Hospital, founded in 1799, the City



PULPIT PLATFORM, ORGAN, AND CHOIR GALLERY OF THE FIRST CHURCH OF CHRIST, SCIENTIST.

identical lines. It was instituted in 1851, and owns and occupies the handsome building shown in the engraving on page 75. It is conducted upon a non-sectarian basis, and affords its protégés the privileges of religious services, lectures, evening classes, entertainments, etc. It has its gymnasium, and a library of 14,000 volumes, and maintains an employment bureau. Its total membership is about 5,400. William H. Baldwin has been its president since 1868. To his labors in its behalf much of its success is due.

The churches of the city are to be numbered in hundreds, with every Christian sect and denomination represented. Boston has the only Spiritualists' Temple in the country; and here, where the faith originated, the Christian Science church is strong.

The First Church of Christ, Scientist, erected on a site at the intersection of Falmouth and Norway streets at a cost of \$200,000, is the result of the many years of untiring, unselfish, and zealous effort of the Rev. Mary Baker Eddy, the Discoverer and Founder, and the Teacher and Leader, of Christian Science, who, nearly thirty years ago, began to lay the foundation of this temple. It is of the Romanesque type of architecture,

Hospital, Homœopathic Hospital, and Carney Hospital of the Sisters of Charity, South Boston. The Perkins Institution for the Blind occupies ten buildings. The Horace Mann School for the Deaf is conducted by the city as a part of its system of free schools.

The Y. M. C. A. of Boston has an ally in its work in the Boston Young Men's Christian Union, proceeding on very nearly



THE FIRST CHURCH OF CHRIST, SCIENTIST, Falmouth and Norway Streets, Back Bay. Erected 1894, at a cost of \$200,000. Rev. Mary Baker Eddy, Founder and Pastor.



"MOTHER'S ROOM," THE FIRST CHURCH OF CHRIST, SCIENTIST.

and is built of gray granite with trimmings of pink granite, quarried in Concord, N.H.

On a tablet under the windows of the Mother's Room, which will stand as an enduring testimonial of the labors and achievements of the beloved Teacher, and as one of the evidences of the gratitude of her students and adherents, is engraved the following inscription:

THE FIRST CHURCH OF CHRIST, SCIENTIST, Erected Anno Domini 1894.

A Testimonial to our Beloved Teacher, the Reverend Mary Baker Eddy, Discoverer and Founder of Christian Science, Author of its Text-book, "Science and Health, with Key to the Scriptures;" President of the Massachusetts Metaphysical College, and the First Pastor of this Denomination.

The principal features of the auditorium are the platform, organ, and choir gallery, and pictured nimbus. The organ is of Romanesque design, conforming to the general character of the church. On the platform are five detached seats, elegantly carved, which follow the sweep of the choir rail. On either end of the platform, the face of which is



HOTEL BRUNSWICK, Boylston Street, corner of Clarendon.
Barnes & Dunklee, Proprietors. Herbert H. Barnes, Manager.

of the choir rail. On either end of the platform, the face of which is



OFFICE AND ROTUNDA IN THE HOTEL BRUNSWICK.



THE VENETIAN ROOM IN THE HOTEL BRUNSWICK.



HOTEL VICTORIA (European), Dartmouth Street, corner of Newbury.

One block from Copley Square, seat of the Public Library, Art Museum, etc. Charles A. Gleason, Proprietor.

covered with mosaics in various patterns, is a lamp-stand of richly wrought oxidized silver of the Renaissance period, carrying six lamps and being eight feet high.

The floor of the auditorium is in white Italian mosaics with frieze of old rose, and the wainseoting is of the same tints. The sunburst in the ceiling takes the

place of chandeliers; it supplies the natural light in the daytime, and at night is illuminated by 144 electric lamps, whose light is softened by the delicate tints of the glass of which the disc is made.

The entrance to the "Mother's Room" is of Italian marble. Over the door leading to the room, in letters of



HOTEL VENDOME, Commonwealth Avenue, corner of Dartmouth Street.

C. H. Greenleaf & Co., Proprietors.
E. W. Knight, Manager.

gold, is the word "Love;" and on the floor of the entrance, set in mosaics, are these words: "Mother's Room, the Children's Offering."

The floor of this room is laid in mosaics of white Italian marble, with sprays of fig-leaves bearing fruit, and there is also a Romanesque border.

There are three stained-glass windows in this room, each containing a picture. The subject in the lower part of the centre window



DINING-ROOM, HOTEL VICTORIA (European), Dartmouth and Newbury Streets.



RUSSELL MARSTON, Founder of Marston's Restaurant, 1847.



HOWARD MARSTON, of Marston's Restaurant.

is "Seeking and Finding," and represents a woman searching the Scriptures by candle light. The one on the left, showing one bright star shining in the midst of chaos and darkness is the "Star of Bethlehem." The window on the right depicts a little child reading to an old man from "Science and Health, with Key to the Scriptures." In the upper part of the central window hangs a lamp which was brought from

Athens, and is over two hundred years old. The mantel is of onyx and gold, and the general tone of the decorations is of light-green and old rose.

All the floors in the church are laid in mosaic, and the building is fire-proof throughout. The tower, which is 120 feet high and 21½ feet square, contains a chime of 15 tubular bells.



HOTEL OXFORD, Huntington Avenue. European. Sargent & Cunningham, Proprietors. Proprietors also of the "Exeter Chambers," Exeter Street, Boston, and the "Haynes," Springfield, Mass.



VESTIBULE, BRATTLE-STREET ENTRANCE TO MARSTON'S RESTAURANT.



VIEW IN MARSTON'S RESTAURANT, 17 and 19 Hanover Street. This establishment has a working force of 250, and serves over 6,000 meals daily.

Living in Boston approximates in cost the expense in other large Northern cities. Rents are about the same as elsewhere; suburbs taken into account (where the bulk of the population really live), it is probably somewhat less. In the markets are to be found a profusion of comestibles, viands, and kitchen supplies, which, for variety certainly, is unsurpassed, with prices, owing to the distance they have to be brought, a fraction higher, possibly, than in other parts.

Faneuil Hall Market, the central public market of the city, is a model of its kind.

The city is well provided with restaurants of all kinds, and hotels. In the city proper the mode of life of a very large proportion of the population is to live in rooms and eat outside. The principal hotels are Parker's, Young's, the Brunswick, Vendome, Victoria, Thorndike, Reynolds, Oxford, Revere, Quincy, Adams, Crawford, Copley Square, and American. In addition to these "La Touraine" and other new hotels are in course of construction, planned to equal the very best in the land.

These are the more pretentious; there are numerous others in city and suburbs; and at the seashore close by many especially devoted to the summer sojourner and guest.

The Hotel Brunswick, on Boylston street, corner of Clarendon, is one of the most handsomely furnished hotels in the world. It is opposite the Society of Natural History and the Institute of Technology, on Boylston street, and Trinity (Phillips Brooks') Church, on Clarendon street. Just across Copley square are the Museum of Fine Arts, the new Public Library, the

new Old South Church, and the Art Club; and only a few minutes' walk from the Central, Arlington Street. First Baptist, and several other churches, public buildings, and the Public Garden.

Boylston street, upon which the Brunswick fronts, is a broad and handsome thoroughfare, extending from Washington street, past the



JOHN C. LOUD.

Mayor of Chelsea, 1896. And of John C. Loud & Co., Bread, Cake, and Pastry Bakers, Chelsea, Mass.



NEW HOTEL "LA TOURAINE," Boylston and Tremont Streets.

Now under construction for J. R. Whipple & Co., Proprietors of the Parker House. Winslow & Wetherell, Architects. Electrical construction work by the Lord Electric Company, 181 Tremont Street.



VIEW IN THE BAKERY OF JOHN C. LOUD & CO., Chelsea, Mass.



J. GEORGE COOPER.

Proprietor of the Park-Square Station Restaurant, Park-Square R.R. Station, Boston. Established 1867, with three hands. Now employs fifty-six.

Common and the Public Garden, to the new Back Bay Park and Roadway, to Franklin and other parks, and to the new Boulevard, 225 feet wide, through Brookline; also to the new Harvard bridge, leading to Cambridge and Harvard University.

Those visiting the seashore or mountain resorts will find "The Brunswick" a charming place for a brief stay. It is kept on both the European and American plans. The proprietors are Messrs. Amos Barnes and John W. Dunklee. Herbert H. Barnes is manager.

The Vendome, C. H. Greenleaf & Co., proprietors, E. W. Knight, manager, is on Commonwealth avenue, Boston's most fashionable

residence thoroughfare, and very near those famous landmarks of Copley square, the new Old South, Trinity Church, the Art Museum, and Public Library. Just in front of it is Garrison's statue, and it is about equidistant between Public Garden and the new park of the Back Bay Fens. These surroundings are an indication of its character; it is a first-class house in every respect.

The Hotel Victoria (European), Charles A. Gleason, proprietor, is also a very superior house. It is situated in the swell "Back Bay" district, at Dartmouth and Newbury streets, one block from Copley square, neighboring the Public Library, Art Museum, new Old South and Trinity churches, and the Institute of Technology. The cuts on page 79 show what it is like.

The Oxford, Sargent & Cunningham, proprietors, is on Huntington avenue, adjacent to the Huntington-avenue station of the Boston & Albany Railroad. It is but a step also from the Art Museum, new Library, and Trinity Church on Copley square, and a block only from



GROUND FLOOR DINING-ROOM, Park-Square Station Restaurant of Mr. J. George Cooper.



UPSTAIRS DINING-ROOM, Park-Square Station Restaurant of Mr. J. George Cooper.



GEORGE F. LOWELL.

Restaurateur of the Kneeland-Street Station, New York, New Haven, & Hartford R.R., Boston. Established twenty years.

the Charitable Mechanics pavilion, in which the expositions, horse shows, grand opera, etc., are held. It is on the European plan.

The Exeter Chambers (American plan), situated close by the Oxford, are also run by these proprietors, and the Haynes, in Springfield, Mass.

With its large population, its nearness to sea and mild and balmy summer climate, Boston has, naturally, in its vicinity many places of summer resort, — Nantasket, Hull and Hingham, Winthrop, Revere Beach, Nahant, Salem Willows, and many more within easy reach by boat or train: Nantasket for the masses, Nahant, the "swells," and so on. The Metropolitan Park system, still largely in its natural condition, is accessible by street car, boulevard, and train, and there are beautiful suburbs on every hand.

Boston itself is replete with attractions, historical especially, — old churches and churchyards, relics of the Revolution, museums of antiquities, statuary and monuments, memorial tablets of great events in which it had part. It is not the purpose of this work, however, to trench upon the province of the Guides. Suffice it to say that very many — most, in fact — of these lineaments of the city are shown in the views that embellish this work.



RESTAURANT OF GEORGE F. LOWELL,

Kneeland-Street Station, New York, New Haven, & Hartford R.R., Boston.



FRUIT STAND OF GEORGE F. LOWELL,

Kneeland-Street Station, New York, New Haven, & Hartford R.R., Boston.
One of the finest in the city.

THE BUSINESS COMMUNITY. — BOSTON THE PORT — RAILROAD CENTRE — MONEY CENTRE — MANUFACTURING CENTRE — ONE OF THE GREAT AMERICAN CAPITALS OF COMMERCE AND TRAFFIC, IN SHORT.

BOSTON'S commerce is many-sided and well rounded out. It combines the four marks of a great business centre: shipping, financial traffic, jobbing, and manufactures, and has more than ordinary importance in all four.

It is a rich city, plethoric as to capital, financially strong; a growing city, moreover, in a business way, rapidly advancing as a port and manufacturing city, as the census and commercial records show.

In trade the real Boston is the Greater Boston, a city of the first order and rank;

it is vastly greater than either Baltimore or St. Louis; indeed it is no derogation to say that they are not in its class at all. Even with its far-famed Bay trade, Baltimore does not approach this city as a port; suburbs counted, Boston far exceeds St. Louis as a manufacturing place, and in jobbing



TUCKER'S LANDING, Marblehead.



"OLD SHIP," Hingham. Church of the First Parish.
Built in 1631.

to be classed, not with Baltimore and St. Louis, because their population approximates that of Boston proper, but with Philadelphia, Chicago, and New York, and in many particulars not least either among these four.

As a business place



BOSTON LIGHT. Entrance to the Harbor.

business and financial strength is beyond the rivalry of either,— equal almost, we may say, to a combination of both in one.

These facts should be borne in mind :

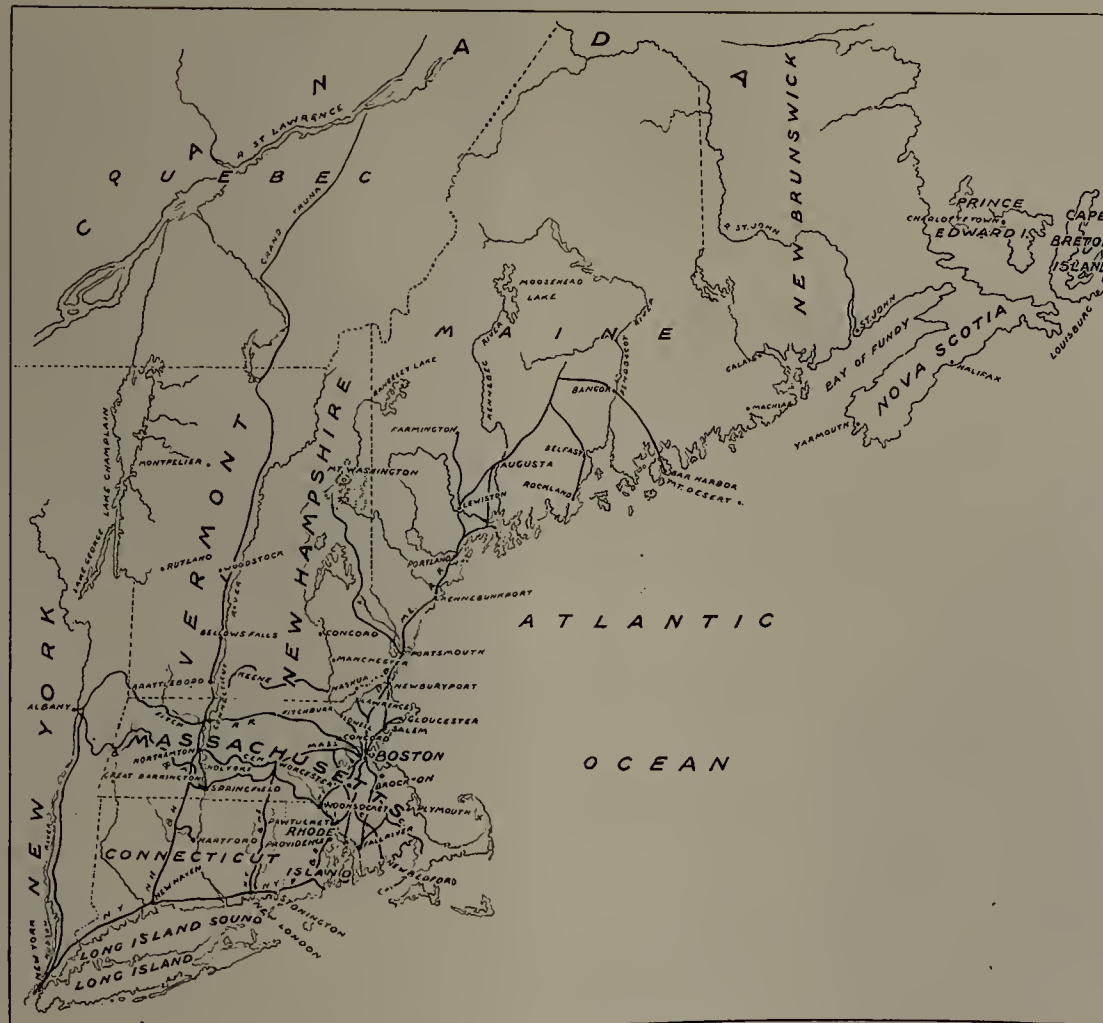
First. It is a port, foreign and coastwise, second among those of the country in the volume of its business, and growing, so statistics show, faster than any on the Atlantic side.

Second. It is a great financial centre, New York alone exceeding it in this particular; a city of nearly a hundred banks,

national, State, and private, and of financial institutions innumerable; of wealth piled up through long years of progress, prosperity, thrift, and accumulation, and of capital invested in enterprises and securities all over the land.

Third. It is a very great jobbing centre, commanding, unchallenged, the New England States, and in certain lines of trade—boots and shoes for example, rubber goods, etc.—having, beyond a doubt, the largest business of the Union.

Fourth. It is a great



NEW ENGLAND. BOSTON'S FIELD IN TRADE.



NANTASKET. POINT ALLERTON. FORT WARREN. STATE HOUSE. BOSTON LIGHT. BUNKER HILL MONUMENT. MIDDLE BREWSTER. OUTER BREWSTER.

ENTRANCE TO BOSTON BY MAIN CHANNEL.

manufacturing city,— with \$312,000,000 of annual production in 1890, and probably \$400,000,000 now (suburbs included); one of the cities of the first magnitude, also, in this regard.

THE BOSTON CHAMBER OF COMMERCE. — ITS HISTORY AND STANDING. — METHODS, AIMS, AND CHARACTERISTICS. —
BUILDING, MEMBERSHIP, OFFICIALS, ETC.

A FEW words first, preliminary, as to the body under whose supervision this work has been prepared.

It is an old and very substantial organization, this Chamber, — very old, indeed. It is third in the line of descent from one bearing this same name which was founded somewhere between the years 1793 and 1804; with the lapse of time, just when exactly has passed completely out of mind.

It has a thousand members, representative of the grain and produce trade especially, of the transportation interests, and of other mercantile and manufacturing lines of the city very largely. It owns and occupies property valued at several hundred thousand dollars, and is in a highly prosperous condition financially. In short, it is an institution worthy the rank and name of Boston among the business centres of the land. It is, besides, progressive and influential, devoted and active in furtherance of the commerce and general advantage of Boston, city and port.

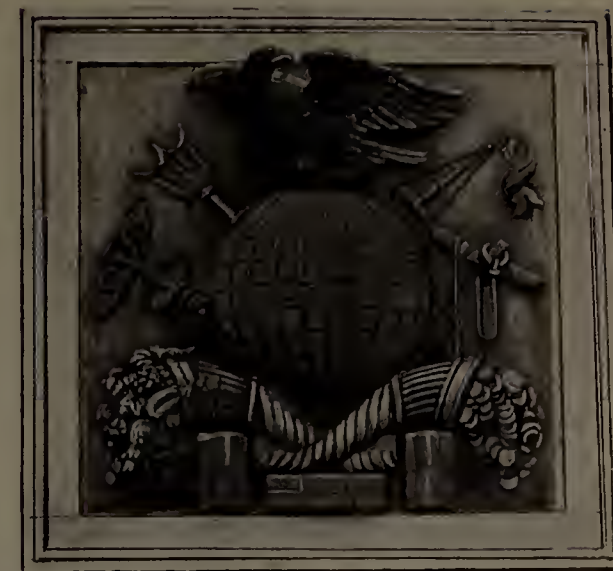
As at present constituted, it dates from 1885. It was formed that year by the consolidation of two incorporated commercial bodies: the Boston Commercial Exchange, of 300 members, and the Boston Produce Exchange, of 500 members, each of which brought to the new organization a fair amount of invested funds, "so that," to use the language of one of its reports, "it started in life with a large and active membership, and was equipped with sufficient resources to assure its success."

The Boston Commercial Exchange, the elder of these predecessors, was a trading body pure and simple. The Boston Produce Exchange combined the deliberative character, with the purpose to regulate the produce trade. The Chamber also exercises both functions. It is the principal trading body of Boston for grain and the staples, and, as already said, the one which labors most to forward in a business way the public good.

For a while after the consolidation just referred to, the Chamber occupied hired



ENTRANCE TO THE CHAMBER OF COMMERCE.



SCULPTURED SEAL OF THE CHAMBER
OF COMMERCE.

Central-Wharf Front.



SECRETARY'S OFFICE, CHAMBER OF COMMERCE.

quarters over Quincy Market. The feeling was general, however, among its members that this was only to be a temporary home; and that the organization could not or would not attain its full stature and dignity, so to speak, as conditions then were; nor, in fact, until it had a building of its own,—one that should be, at one and the same time, an ornament to the city and a credit to itself.

Accordingly a building committee was appointed in 1885, and for three years this committee strove to perfect arrangements for the new Chamber building. Finally, in 1889, upon an offer of one of the members, Henry M. Whitney, to donate the necessary land, provided the Chamber erect upon it a suitable building, a special building committee of five was appointed with full power to act. To this committee, and especially to its able chairman, Mr. William O. Blaney, the Chamber owes a debt of gratitude for services most faithfully and efficiently performed. His associates of the committee were Messrs. Wallace F. Robinson (at present writing the president of the Chamber), Hersey B. Goodwin,

John P. Hilton, and the then president, Alden Speare. Later, Mr. Freeman J. Doe succeeded Mr. Robinson as a member of the committee.

The plans of Messrs. Shepley, Rutan, & Coolidge, Boston architects, for a structure to cost \$350,000 or thereabouts, were



BOSTON CHAMBER OF COMMERCE, India Street and Central Wharf. Erected 1890-92, at a cost of \$400,000, from plans by Shepley, Rutan, & Coolidge, successors to Richardson.

accepted that same year by this committee, and the contract to build was given to Norcross Brothers. On Sept. 29, 1890, the corner-stone was laid, and in January, 1892, the building was completed and formally dedicated, with impressive ceremonies, in which many guests from sister bodies of all parts of the country took part.

The Chamber building merits more than passing attention. Architecturally speaking it is one of the notable buildings of the city. In



TRADE ROOM, CHAMBER OF COMMERCE.

style it might be termed a modified Gothic. It is seven stories and a basement, with exterior walls of pink Worcester granite, topped with a cylindrical dome whose apex is 175 feet from the ground. The area it covers is triangular, 153 x 115 x 137 feet. The site being reclaimed tide-land, it stands upon piles. Steel beams, concrete, and terra-cotta floor-blocks make it substantially fire-proof. Marble tiling and hard-wood



READING ROOM, CHAMBER OF COMMERCE.



COMMITTEE ROOM, CHAMBER OF COMMERCE.



JOHN E. SOPER,
Of John E. Soper & Co., Grain and Cotton-Seed Products. First Vice-President Boston Chamber of Commerce, 1895-1896.



BENJAMIN HINCKLEY,
Of Hinckley, Ayers, & Co., Produce Commission, established in 1865. Second Vice-President Boston Chamber of Commerce, and Chairman of its Finance Committee; President Woburn Five Cents Savings Bank; Director First National Bank of Woburn, etc.

finish were freely used in its construction. It was nearly two years building, and cost about \$400,000.

The entire third floor is occupied by the Chamber with trade and reading rooms, Directors' room, Secretary's office, telegraph and telephone offices, etc. The remaining floors are occupied by the grain dealers and exporters of the city largely, by transportation lines, banks, and a variety of other business concerns of the most substantial sort.

The trade room is commodious, light, and handsome. While not so large as that of some other exchanges, it is still of ample dimensions. It is

circular in form, some seventy-five feet in diameter, and forty feet in the clear from the floor to its spherical ceiling.

It occupies the whole of one frontage of the building from the third floor to the roof, and to accommodate it in this wise a novel form of construction was applied; viz., the sixth and seventh stories of the building are hung from the roof. The windows in the trade room rise full length half-way round it; the hall is panelled in oak, and has a frescoed ceiling. It is fitted up with the usual complement of bulletin and price-current boards, and affords, with its accessories, every convenience to the members.

On one front of the building, the Central-street side, is a huge time-stained stone. Upon it is engraved the coat of arms of the Old Merchants' Exchange, which formerly stood upon State street, and to which the Chamber is, in a measure, successor. This stone has an interesting history.

It was cut half a century or more ago by an Irish carver of eccentric character, whose name was Barry, of whom, however, little is really known except that he was a very clever craftsman. He first put in an appearance hereabouts at the town of Quincy. There in the guise of a journeyman stonecutter he applied for a job, and in response to a request for a sample of his proficiency turned out off-hand, during the brief noon-day spell of rest, a pig and litter feeding at a trough, so lifelike and natural that, so the tradition goes, he was hired instanter.

It was in this same yard that he cut the stone now set in the walls of the



WALLACE F. ROBINSON.
President Boston Chamber of Commerce, 1895-1896.



ELWYN G. PRESTON.
Secretary Boston Chamber of Commerce.



D. D. MORSS.
Treasurer Chamber of Commerce.



EDWIN C. DOLLIVER,

Of J. W. Roberts & Co., Flour and Provisions. Director of the Chamber.

Chamber. He is credited with both its design and execution. It is said, too, that being denied the privilege of his *fecit* upon it he attempted, in a rage, to destroy it; and that even after it was placed in its original position it was guarded from him.



R. D. RICHARDSON,

Of Richardson & Co., Grain. Director of the Chamber.

wise steamships, central as to the railroad offices and stations, and within two minutes' walk of State street, "the financial heart of New England." Engravings herewith, reproduced from photos, show some details of its external and internal appearance, among other features the main front and entrance, the sculptured bearings, trading floor, etc. The portraits of its officers and directors also embellish this chapter.



GEORGE B. POPE,

Of Geo. B. Pope & Co., Grain and Flour, Waltham, Mass. Director of the Chamber.

But the Chamber has other phases and other claims to attention. Admirable as it is, this building is to this body the shell only, as you may say, and outer case. Within it is the real institution, an organization whose objects are, briefly stated:

To provide a suitable room or rooms for a commercial exchange in the city of Boston; to promote just and equitable principles of trade; to establish and maintain uniformity in commercial usages; to correct any abuses that may exist; to acquire, pre-



J. B. WEBSTER,

Of Lord & Webster, Hay, Grain, and Flour, 250 Commercial Street. Director of the Chamber.

serve, and disseminate valuable business information; to adjust controversies and misunderstandings between its members; and generally to advance the interests of trade and commerce in the city of Boston.

A magazine article by Secretary Preston, of the Chamber, shows just how these objects are accomplished.



GEORGE H. LAWRENCE,

Of Curtis & Co., Fruits and Produce, Faneuil Hall Market. Director of the Chamber.



GEORGE A. FALES,

Of G. A. Fales & Co., Produce Commission. Director of the Chamber.

The Chamber building is situated at India street and Central wharf. It is in close proximity to the Custom House, the Post Office, and the finest business blocks of the city. It is near the landings of the coast-



E. J. BLISS.

Dealer in Flour, Chamber of Commerce Building. Director of the Chamber.

“ Beside furnishing traders with facilities for the transaction of their business, including grain quotations from every market of importance in this country and Europe, and quotations from the principal markets for cotton, provisions, produce, stocks, etc., the Chamber collects and classifies a vast amount and a great variety of other information of value to members.

“ To illustrate its method: the Chamber sends a clerk each morning to each of the eight railroads centring in Boston and to the offices of the various steamship lines, to collect statistics of the arrival of commodities during the twenty-four hours immediately preceding. The tabulating is done from the way-bills and manifests themselves.

“ By eleven o'clock the receipts are classified and entered in books provided for that purpose, and are displayed in the trade room for the inspection of members. The books show the total receipts of any given article by each railroad and steamship line, and in the case of such staples as grain, flour, wool, cotton, hay, leather, provisions, etc., the names of the consignees are given as well as the location of the property. This involves a vast amount of



A. L. ROBINSON,

Of Hosmer, Robinson, & Co., Grain, Flour, Feed, etc., Chamber of Commerce Building. Director of the Chamber.



CLINTON WHITE.

Teaming and Forwarding, and Member State Board of Docks and Terminal Facilities. Director of the Chamber.



JACOB P. BATES,

Of Cobb, Bates, & Yerxa, Grocers. Director of the Chamber.

a general freedom from the annoyances attending the delayed delivery of merchandise.

“ The Chamber maintains four marine reporting stations connected with it by direct wires: one at Hull, at the entrance to Boston Harbor; the other three on Cape Cod, viz., at

clerical labor, and requires a large force of clerks for its accomplishment; but by means of this system a merchant in any one of these various lines of trade can learn, when he comes on 'Change in the morning, what, if anything, arrived in Boston for him the night before, and at what railroad or steamship line it may be found. He is also informed of the total amount that arrived, and thus knows in what relation the supply stands to the demand. This knowledge is especially valuable to the members of the fruit and produce trades.

“ The Chamber is accorded every facility by the transportation lines for the prompt accomplishment of this work; for, while it is done to aid the merchant in the economical and expeditious handling of his goods, it means to the roads and steamship lines the prompt delivery of freight, the early release of cars, and



DANIEL S. EMERY,

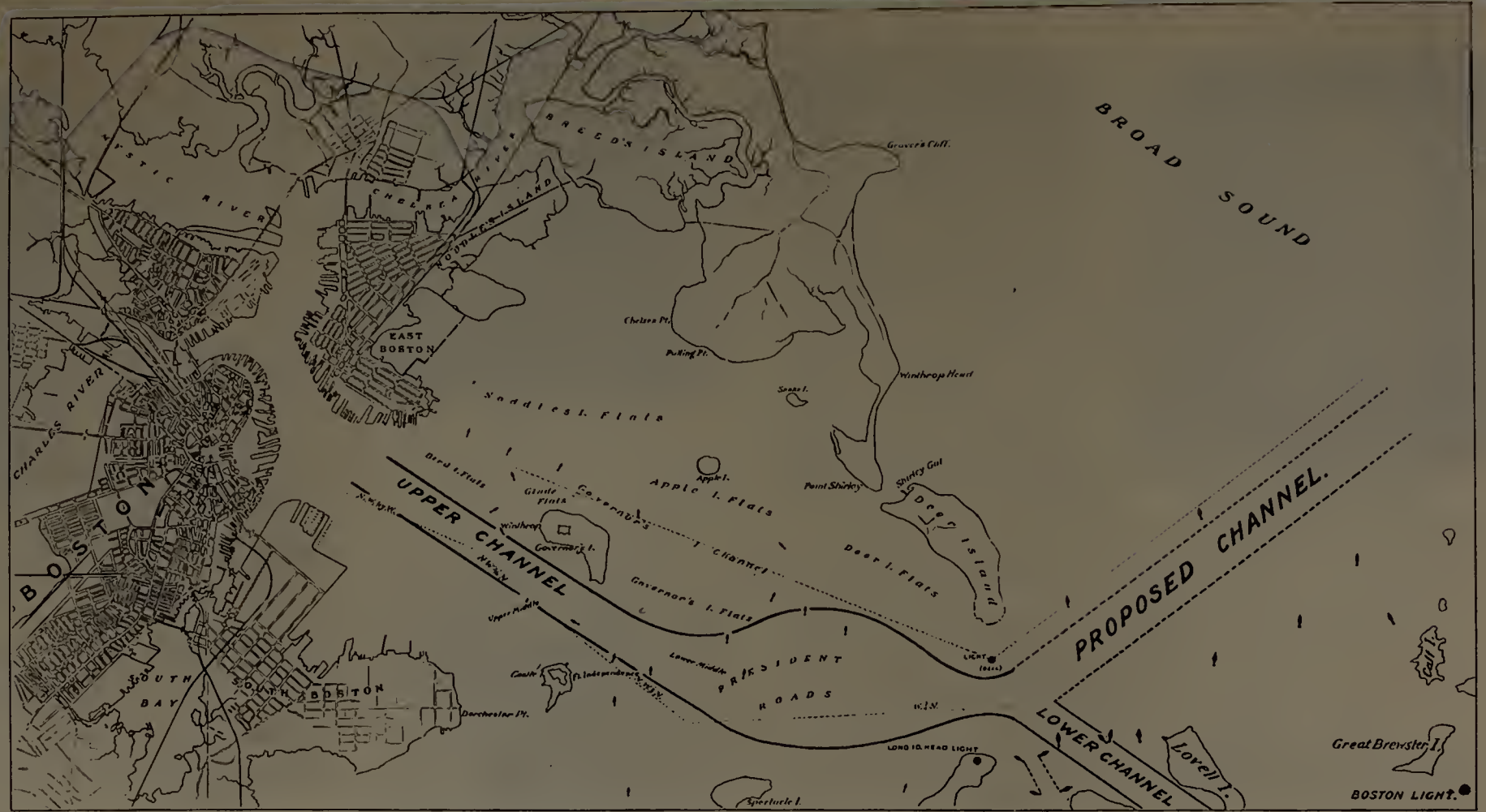
Of John S. Emery & Co., Ship Brokers and Owners, 168 State Street. Director of the Chamber.



FRANK A. NOYES,

Of Noyes & Colby, Grain Dealers, 706 Chamber of Commerce. Director of the Chamber.

Highland Light, Nobska, and Chatham. These stations report the passing of all vessels in either direction, and by this means a vessel's progress going or coming is under continuous supervision. In the case of craft bound for Boston, its owners or agents are kept advised of its movements, and the time of its arrival can therefore be confidently predicted. Its arrival at the entrance



MAP OF BOSTON HARBOR, showing Present and Proposed Channels.



FORT WARREN, GEORGE'S ISLAND, Entrance to Boston Harbor.



CHARLES HEAD.
Ex-President Boston Stock Exchange,
and of Charles Head & Co.,
Bankers and Brokers.

of the harbor is immediately reported, when tugs can be despatched for a tow, if desirable. Through telephonic connection with the life-saving crews stationed along the coast, notice of marine disasters is immediately imparted by them to the stations, and from thence wired to the Chamber.

“Arrangements with the New York Maritime



L. B. GREENLEAF.
President Boston Stock Exchange.

Exchange for an interchange of information result in the Chamber receiving advices from every Atlantic port south of Vineyard Sound, and from the Gulf and Pacific ports, of all arrivals and departures, disasters, and other important marine news; and from all foreign ports similar information regarding vessels bound from or to American ports. In addition, men are kept out on the harbor all the time to collect miscellaneous marine news, and to generally supplement the work of the office.

They also gather statistics of the cargoes of all sailing vessels that arrive at the port, thus completing the record of the receipts of freight by water.

“As the representative commercial organization of the city the Chamber has interested itself in many local problems, the reduction of freight rates to and from the West, improvement of terminal facilities, harbor accommodations, and general commercial legislation. It has sought to aid by its influence the cause of good government and of municipal reform. It has by its open-hearted hospitality and the warmth of its greetings to visiting bodies and committees sought to break down the lines that divide the sections of our country; to assert that there is no North and no South, no East and no West, but that we are all parts of a common country, with common hopes, common purposes, and a common destiny.”

As to the utility and influence of this body, there has lately been a striking case in point. After months of persistent endeavor it has finally brought to a successful conclusion its efforts to raise the government's long-standing interdict against the export of Canadian cattle through this port. For years it has been a trade grievance here that, through dread of pleuro-pneumonia in the Dominion stock, no Canadian cattle were



PHILIP V. R. ELY.
Vice-President of the Boston Stock
Exchange, and of Ely & Co.,
Bankers and Brokers, 28 State
Street.



MURRAY R. BALLOU.
Chairman and Secretary Boston Stock
Exchange.



EXCHANGE BUILDING, State Street.
Home of the Boston Stock Exchange. Peabody & Stearns,
Architects.



J. MORRIS MEREDITH.

President Real Estate Exchange and Auction Board.



FREDERICK H. VIAUX.

Treasurer Real Estate Exchange and Auction Board.

and steamship men interested), to lay the matter before the Secretary of Agriculture at Washington, with whom reversal of the policy of the government lay; with the result that two ports of entry on the Canadian border

allowed to pass through this country for transatlantic shipment, except by lines leading to Portland, Me., a port where, owing to the limited business, it was thought sanitary precautions could be most effectually employed. The disease was long ago stamped out by the Canadian authorities, but still, as regards all ports save the one named, the embargo remained, notwithstanding the frequent attempts of shippers and shipping men to have it removed.

This was the state of affairs when the Chamber entered the breach, and reopened the question with an appeal to the powers that be. It sent, at considerable expense, its secretary and other representatives, and attorney (in conjunction with railroad and steamship men interested), to lay the matter before the Secretary of Agriculture at Washington, with whom reversal of the policy of the government lay; with the result that two ports of entry on the Canadian border were obtained instead of one,—that is to say, St. Albans as well as Richford, Vt., through both which points, the Secretary decided, cattle may be taken to Boston for shipment abroad.

With a decision so entirely favorable (though it came with certain provisos concerning railroad yards for examinations, and other safeguards), and with all restrictions now practically removed, the shipment of Canadian live-stock from the docks of Boston has fairly set in; in fact, is now under full headway. The first cargo under the new *régime* went on Sept. 13, 1896. The vessels required in this business, say fourteen ships, would spend for supplies, wages, etc., while in this port, \$5,000 a trip, or \$70,000 in all, and they will make about twelve trips a year.

The Boston & Maine Railroad has provided special facilities for the trade here. The capacity of the steamship lines coming here is 20,000 head



HON. J. R. LEESON.

President Boston Merchants' Association, Member State Board of Docks and Terminal Facilities, ex-member Governor's Council, President Newton Hospital Corporation, and of the Board of Trustees Newton Free Library, and of J. R. Leeson & Co., Importers of Linen Threads and the Wm. Paton Scotch Porpoise and Woven Shoe Laces, 226 Devonshire Street.



BEVERLY K. MOORE.

Secretary Boston Merchants' Association, Treasurer Home Market Club, President Merchants' Law Co., and of Kendall, Moore, & Burbank, Attorneys.



EXCHANGE ROOMS, MASTER BUILDERS' ASSOCIATION, Devonshire Street.

E. Noyes Whitcomb, President; William H. Sayward, Secretary.



WARREN CHAMBERS, 413 to 421 Boylston Street.

Eight stories, cantilever construction and thoroughly modern. Planned by Ball & Dabney, Architects, of 7 Park Street, for the "Warren Chambers Trustees," and designed to meet the requirements of members of the medical profession of large office practice. John B. Thomas, International Trust Building, Agent. Electrical construction work by the Lord Electric Company, 181 Tremont Street.

monthly. Already the shipments exceed those of Portland for the whole of last year; and it is not unlikely that this port will draw largely also from the summer cattle trade of Montreal. And besides all that, there is a great likelihood that shippers will get into other relations with this port.

At all events, Boston, as the largest, most eligible and convenient port, take it all the year round, on the North Atlantic seaboard, has already secured the preference of shippers in this line of trade.

From this acquisition of trade the Chamber, as an organization, derives no special benefit. It simply fulfils the mission already stated herein; viz., "generally, to advance the interests of trade and commerce in the city of Boston."

The officers of the Chamber are as follows:

President, Wallace F. Robinson, retired merchant and capitalist;

Vice-presidents, J. E. Soper, of J. E. Soper & Co., grain dealers;

Benjamin Hinckley, of Hinckley & Ayers, produce commission; *Secretary*, Elwyn G. Preston; *Treasurer*, Daniel D. Morss.

Directors: Until January, 1897, George B. Pope, of Geo. B. Pope & Co., grain and flour; Edwin C. Dolliver, of J. W. Roberts & Co., flour and provisions; R. D. Richardson, of Richardson & Co., grain; George A. Fales, of G. A. Fales & Co., produce commission.

Until January, 1898, George H. Lawrence, of Curtis & Co., fruits and produce; E. J. Bliss, flour; Clinton White, teaming and forwarding, and member State Board of Docks and Terminal Facilities; James B. Webster, of Lord & Webster, hay and grain.

Until January, 1899, J. P. Bates, of Cobb, Bates, & Yerxa, grocers; Daniel S. Emery, of John S. Emery & Co., ship brokers; Frank A. Noyes, of Noyes & Colby, grain;



ALFRED M. BULLARD,

Of Bullard & Davenport, 93 Water Street, and President Boston Board of Fire Underwriters.



ALDEN SPEARE.

President Boston Associated Board of Trade, and of Alden Speare's Sons & Co., Oils and Mill Supplies, etc., 369 Atlantic Avenue.



THE MARLBOROUGH, Marlborough Street and Massachusetts Avenue.

In the Back Bay and near the Fens. Contains suites of seven rooms each and bath; fireproof; electric lights; all night elevators; free telephone service. W. B. Thomas, Owner. Roundy & Hobbs, 23 Court Street, Agents. Electrical construction work by the Lord Electric Company, 181 Tremont Street.

Arthur L. Robinson, of the firm of Hosmer Robinson & Co., flour, grain, and hay, Chamber of Commerce Building.

The Boston Associated Board of Trade is a federation of the commercial organizations of the city. Twenty-three bodies have representation in it, by three delegates each. Alden Speare, manufacturer of oils, is its president (1896); Jacob P. Bates, wholesale and retail grocer, and Andrew G. Webster, leather dealer, vice-presidents; B. B. Whittemore, insurance agent, treasurer; and William H. Sayward (secretary also of the Builders' Exchange), secretary.

The discussion at the annual meeting of this body usually voices public sentiment as to important matters affecting the business community. The work in which it is engaged is indicated in the titles of its standing

committees. These are "Transportation," "Mail Service," "Taxation," "Customs," "Lien Law," "Roads and Highways," "Insurance," "Building Laws." Its constituent bodies are as follows:

The Boston Chamber of Commerce.

The Boston Board of Fire Underwriters, membership, 42 firms; president, Alfred M. Bullard; secretary, Osborne Howes.

Boston Druggists' Association, membership, 93 individuals; president, Ernest C. Marshall; secretary, James O. Jordan.

Boston Fish Bureau, membership, 63 firms; president, S. Frank De Butts; secretary, Frederick F. Dimick.

Boston Fruit and Produce Exchange, membership, 500 individuals; president, Thomas S. Wentworth; secretary, S. F. Southwick.

Boston Merchants' Association, membership, 210 firms; president, J. R. Leeson; secretary, Beverly K. Moore.

Boston Paper Trade Association, membership, 106 individuals; president, J. Richard Carter; secretary, James B. Forsyth.

Boston Stationers' Association, membership, 90 individuals; president, W. F. Cushing; secretary, H. E. Davidson.

Boston Wholesale Grocers' Association, membership, 56 firms; president, Fitzroy Kelly; secretary, W. J. Seaver.

Clothing Manufacturers' Association; president, Sidney Cushing; secretary, George H. Smith.

Coal Club of Boston and Vicinity, membership, 62 firms; president, H. G. Jordan; secretary, J. F. Wellington.

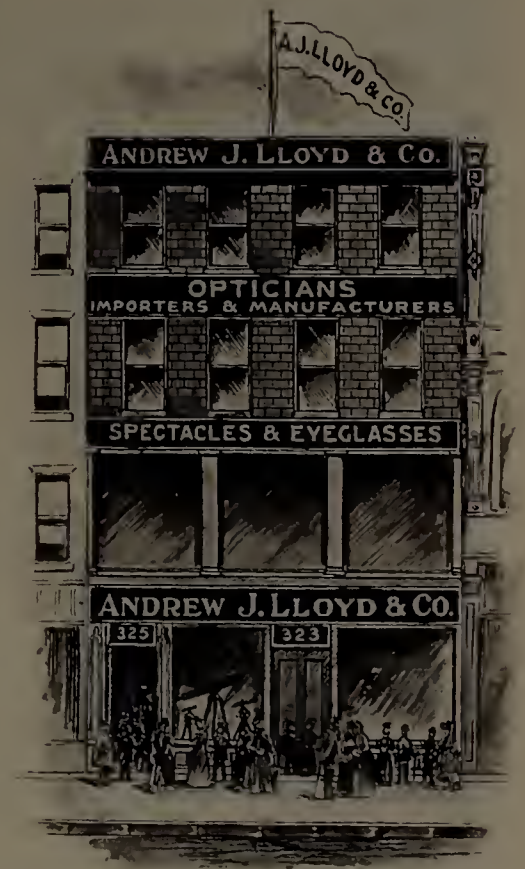
Drysalter's Club of New England (chemicals and dye-



THE "OLD SOUTH," Washington and Milk Streets. Where the famous "Tea Party" assembled. Built in 1729.



ANDREW J. LLOYD.
Of Andrew J. Lloyd & Co.



ANDREW J. LLOYD & CO.
New England's Leading Opticians, established 1870. Headquarters and workshops, 323 and 325 Washington Street, opposite Old South Church. Branch store and workshop, 454 Boylston Street, corner of Berkeley. Import and manufacture all kinds of optical instruments and photographic apparatus. Exceptional facilities for executing ophthalmic surgeons' orders for glasses.



EDWARD A. ROLLINS.

Proprietor Bedford Manufacturing Company, Manufacturers and Exporters of Suspenders, "Argosy" Braces, and Fine Novelties, 72 Bedford Street.

stuffs trade), membership, 38 individuals; president, Thomas C. Porter; secretary, A. T. Turner, Jr.

Massachusetts Wholesale Lumber Dealers' Association, membership, 26 firms; president, George H. Davenport; secretary, F. A. Kimball.

Master Teamsters' Association, membership, 171 individuals; president, A. A. Rowe; secretary, Luke Hilliard.

New England Earthenware Association, membership, 9 firms; president, Thomas E. Chamberlin; secretary, Arthur C. Wiggin.

New England Furniture Exchange, membership, 36 individuals; president, A. Byfield; secretary, P. B. Fiske.

New England Iron and Hardware Association, membership, 50 firms; president, A. M. Wiley; clerk, F. H. Butts.

New England Metal Association, membership, 7 firms; president, Peter F. Strauss; secretary, William Q. Wales.

New England Shoe and Leather Association, membership,

175 firms; president, Francis W. Breed; clerk, George McConnell.

Oil Trade Association of Boston, membership, 35 firms; president, George H. Leonard; secretary, H. B. Coburn.

Paint and Oil Club of New England, membership, 107 firms; president, I. H. Wiley; secretary, Charles F. Hatfield.

Real Estate Exchange, membership, 155 individuals; president, J. Morris Meredith; secretary, Frederick H. Viaux.

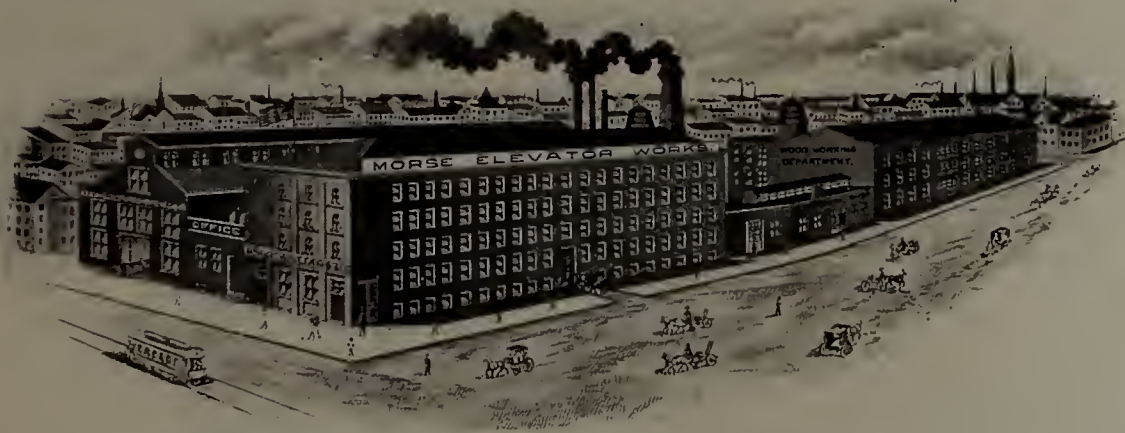
Master Builders' Association, membership, 255 firms; president, E. Noyes Whitcomb; secretary, William H. Sayward.

Other local organizations are the Clearing House Association, president, George Ripley; manager, N. G. Snelling; the Bank Presidents' Association, the Boards



J. B. HUMPHREY.

Importer of Diamonds and Precious Stones, and Diamond Cutter, 383 Washington Street. Successor to Morse, the Pioneer Diamond Cutter of America.



WORKS OF MORSE, WILLIAMS & COMPANY, Philadelphia.

Manufacturers of Elevators, with branches in New York, Boston, Scranton, Pa., Pittsburg, New Haven, and Baltimore. D. B. Maclary, Boston Manager, 19 Pearl Street.



VIEW IN THE ESTABLISHMENT OF J. B. HUMPHREY, Importer and Diamond Cutter, 383 Washington Street.



THOMAS GUILFOYLE,
Of J. & J. Berry & Co., Die Sinkers,
Designers, and Engravers, 68 Corn-
hill, Boston; 25 N. Seventh Street,
Philadelphia. Established 1854.



JAMES BERRY,
Of J. & J. Berry & Co., Die Sinkers,
Designers, and Engravers, 68 Corn-
hill, Boston; 25 N. Seventh Street,
Philadelphia. Established 1854.

of Marine and Life Underwriters, the Builders' and Contractors' Association, the Master Printers' Club, the Marine Society, Merchants' Association, and the organizations of the Architects, Civil Engineers, and other professionals identified with trade.

Boston is also headquarters for the New England Granite Manufacturers' Association, New England Cotton Manufacturers' Association, New England Ship Owners' Association, National Association of Wool Manufacturers, National Association of Builders, Boot and Shoe Dealers' National Association, etc.



C. P. GRIMMER.
Florist and Floral Decorator, of 37
West Street.



BUILDING OCCUPIED BY TOBIAS & WALL,
Manufacturers of Trunks and Travelling Bags.

Notable as the first meeting-place of the Anti-Slavery Society. Here met Garrison, Whittier, Sumner, and others famous in the cause. Here the "Liberator" was published after its Washington-street office was mobbed. For the past twenty-seven years occupied by Tobias & Wall.



**ESTABLISHMENT OF C. P. GRIMMER, Florist and
Floral Decorator, 37 West Street.**
Greenhouse, Jamaica Plain.



**WHEELER REFLECTOR COMPANY, 18 to 24
Washington Street.**

Manufacturers of the Wheeler System of Gas, Oil,
Gas, and Electric, for all purposes. Gas, Chandeliers,
Street-Railway Headlights, and Street Lighting
by contract a specialty.

WHOLESALE BUSINESS. — BOSTON AS A JOBBING CENTRE. — LEADING LINES OF TRADE. — BOOTS AND SHOES. — LEATHER AND FINDINGS. — WOOL AND HIDES. — RUBBER GOODS. — PRODUCE AND PROVISIONS. — GRAIN TRADE. — GROCERIES AND LIQUORS. — DRY AND FANCY GOODS. — CLOTHING, HARDWARE, DRUGS AND CHEMICALS, LUMBER AND COAL, ETC.

BOSTON is the jobbing centre for all New England, and in certain lines—boots and shoes, rubber goods, etc., for instance—for pretty much of the country besides.

In produce, fruits, provisions, grain, cotton and wool, leather boots and shoes, rubber goods, clothing, dry goods and woollens, cordage, pianos, books and printed matter, it is one of the great wholesale markets of the country, thoroughly established as such by the fact that much of these commodities of its commerce are either of its own or neighboring production.

It is difficult often to segregate manufactures and jobbing business proper, the one is so frequently bound up and combined with the other.

Similarly, also, other occupations enter into the statements hereinafter made of the maritime business, coastwise and foreign, of the city. In treating these topics of trade, some repetitions of fact and statement become, therefore, unavoidable. Briefly, then, since no



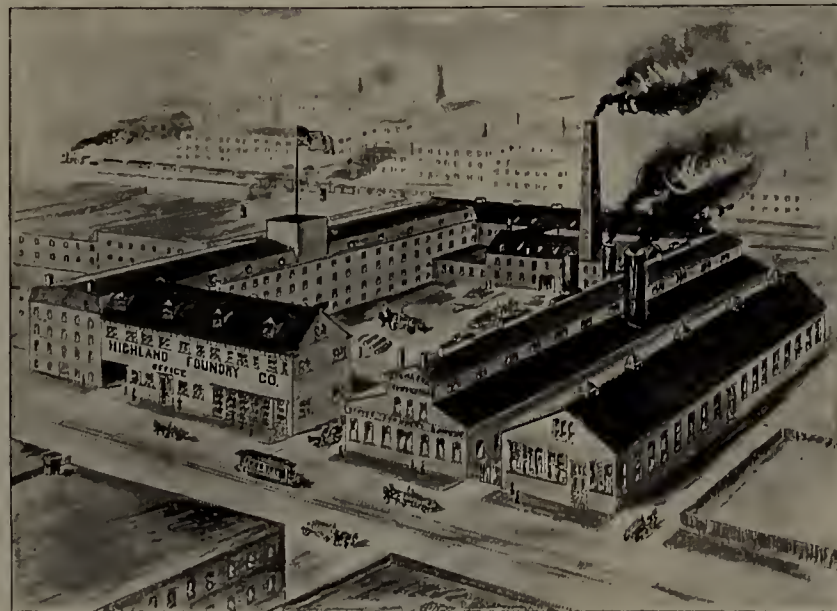
WILLIAM BLAKE.

Associated with Paul Revere in the Bell and Brass Foundry and Finishing Business. Revere & Son, 1795; Boston Copper Company, 1823; H. N. Hooper & Co., 1830; William Blake & Co., 1869; Blake Bell Company, 1890.



WOLLASTON FOUNDRY COMPANY'S WORKS,
Wollaston (Quincy), Old Colony R.R.

Manufacturers of Piano Plates and Fine Machinery Castings and General Foundry Work, employing seventy-five hands. Established 1873. A. A. Lincoln, Treasurer, 116 Bedford Street, Boston.



WORKS OF THE HIGHLAND FOUNDRY COMPANY.

Manufacturers of Highland Stoves, Ranges, Furnaces, Steam and Hot-Water Heaters, etc., 1301 to 1345 Columbus Avenue. Established 1836. Employ two hundred hands. Only stove foundry located in the city.

arbitrary divisions are possible, the topics discussed in this chapter are simply the most important and characteristic lines of trade pursued here, without any special attempt at classification other than convenience and order naturally call for.

The principal items of the city's wholesale trade are these:



HENRY E. WRIGHT.

Manufacturer of Paints; and of Henry E. Wright & Son, Can Manufacturers, Spice Street, Charlestown.



M. A. MARZYNSKI.

Treasurer New England Can Company, Manufacturers of Tin Cans, 43 Purchase Street.



CAN FACTORY OF HENRY E. WRIGHT & SON, Spice Street, Charlestown.

Specialty: Milk Cans. Offices, 430 Rutherford Avenue, Charlestown, and 146 Castle Street, Boston.

Lines.	Approximate annual business.
Boots and shoes	\$150,000,000
Leather and shoe goods	50,000,000
Dry goods and notions	49,000,000
Rubber goods	25,000,000
Clothing	25,000,000
Wool	50,000,000
Cotton	27,000,000
Sugar	23,000,000
Provisions and meats (packing and export)	46,000,000
Grain and flour	14,000,000
Produce and fruits	25,000,000
Wholesale groceries	30,000,000
Coffee, tea, spices, etc.	9,000,000
Liquors	12,000,000
Lumber and building material	10,000,000
Coal	12,000,000
Paints and oils	6,000,000
Dyes and chemicals	7,500,000
Paper, printing, publishing	20,000,000
Furniture	4,000,000
Cordage	3,500,000

These figures, it should be borne in mind, are estimates only, more or less exact, as opportunity has been afforded to verify them by the official reports of the Chamber and other commercial bodies, Custom House, National Census, State Census, and other returns, or the statements of such individuals as have expert knowledge of the subject-matters discussed.



FACTORY OF THE NEW ENGLAND CAN COMPANY, 43 Purchase Street.

Manufacturers of Round and Square Tin Cans, Lard Pails, Varnish and Shipping Cans, Self-closing Paint Cans, etc. Specialty: Cans to order.

MANUFACTURES. — OF BOSTON PROPER AND THE GREATER BOSTON. — CENSUS FIGURES SHOWING REMARKABLE GROWTH. — PRINCIPAL SUBURBS AND THEIR INDUSTRIES. — THE LEADING MANUFACTURING LINES. — STATISTICS OF CAPITAL AND OUTPUT, EMPLOYEES, WAGES, ETC.

BOSTON is one of the great manufacturing cities of the world. It ranks fourth in this regard among the cities of this country, with some \$400,000,000 of product annually in city and suburbs.

The United States census of 1890 shows New York and Brooklyn first among American manufacturing centres, Chicago second, Philadelphia third, and Boston fourth. Counting the six important suburbs for which returns were made, — Cambridge, Lynn, Malden, Chelsea, Somerville, and Newton, — the aggregate value of the manufactures of the city was, as reported, \$312,980,000, of which \$208,104,000 was the total for Boston proper, and \$102,044,315 for the six principal manufacturing suburbs named.

Between 1880 and 1890 the number of manufacturing establishments in Boston (the city proper) increased from 3,665 to 7,915, the

capital employed from \$47,000,000 to \$117,000,000, the hands from 59,000 to 90,000, the wages paid from \$25,000,000 to \$55,000,000 annually, and the product from \$130,500,000 to \$211,000,000 a year.

Manufacturing enterprise furnished employment to 31,000 additional hands during those ten years, paid \$30,000,000 more in wages, and produced the value of \$80,000,000 additional in output.



JOSIAH H. LONG.

General Machinist, of 164 to 168 High Street. Also Manufacturer of Valves for City Water-Mains.



J. H. LONG, Machinist, 164 to 168 High Street.
Established 1888. Employs sixty-five hands. Experimenting, Model Making, and Repairing a specialty.



WORKS OF WILLIAM CAMPBELL & CO., Sixth Street, near Broadway, Cambridgeport, Mass.

Builders of Steel and Iron Steam Boilers, Rendering Tanks, and Jacket Kettles. Established 1873. Employ thirty men.

And apparently growth continues here still, at a similar pace. For whatever changes and transitions may have occurred, for better or worse, in the jobbing business of the city, here still, as in the other large centres of the country, the manufacturing industries are making a continuous and steady advance.

At the rate or increase shown by the census reports for the period 1880 to 1890, the product of the Greater Boston would be something like \$412,500,000 now. At present, upon the facts returned in

that census, there are in this Greater Boston about 18,400 manufacturing concerns of all kinds, employing 165,500 hands, and a capital of more than \$284,000,000, and paying \$137,250,000 in wages a year.

About 6,000 of these concerns, employing 55,000 persons, are in the larger suburbs and outskirts. Over \$90,000,000 of capital are employed by them, and their output is more than \$130,000,000 a year.

In Boston proper manufactures sustain upwards of 100,000 of the population, paying them wages of \$55,000,000 a year. These manufactures produce now \$250,000,000 of goods and wares in this same time.

The six suburbs that were considered of sufficient importance for national census returns in



WORKS OF THE WHITTIER MACHINE COMPANY, Granite and First Streets, South Boston.
Manufacturers of Hydraulic, Electric, Steam and Belt Elevators, and Foundry and General Machine Work.
Established over fifty years. Down-town office, 53 State Street.



VIEW IN THE WORKS OF BARRETT BROS., 43 Haverhill Street.
Manufacturers of Special Machinery. Established 1872.

1890 have, combined, a population of about 300,000 souls. They have certainly grown in manufactures as in population since those returns were made, if not otherwise surely by the steady movement of the factories out of the



S. K. LOVEWELL & CO., Machinists and Iron Founders,
928 to 934 Broadway, Chelsea.
Manufacturers of Woodworking Machinery, Narrow Web Looms, Special Corrugating Machinery, Gray Iron Castings, and General Machinery; employing fifty hands. Established 1870.

crowded city into them. Their relative importance by the census was as follows:

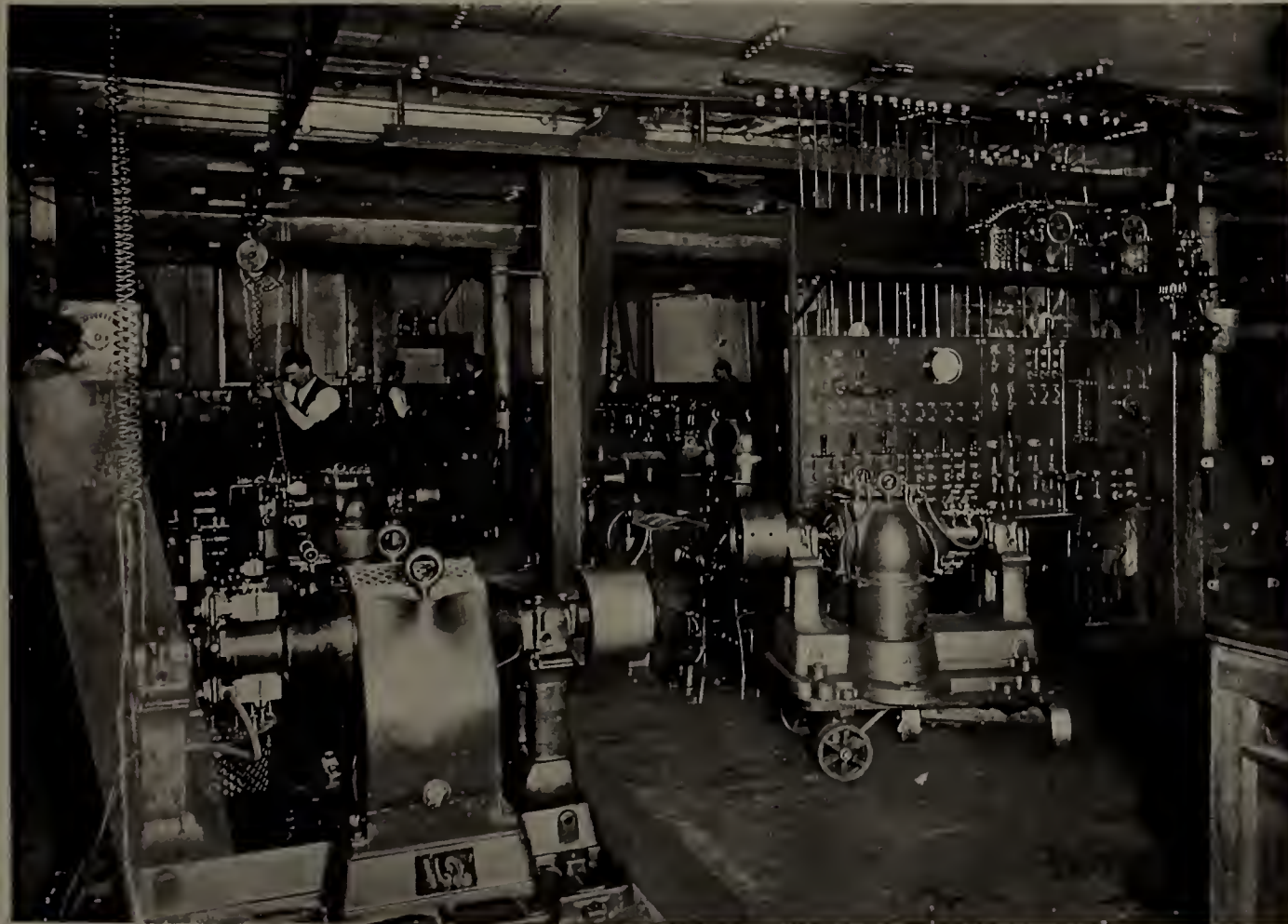
	Output, 1890.
Lynn	\$38,310,585
Cambridge	35,490,389
Malden	8,094,807
Chelsea	8,072,848
Somerville	7,324,082
Newton	4,172,404

The principal lines of manufacturing industry in the city proper as shown by the census were these:



MOORE & WYMAN ELEVATOR AND MACHINE WORKS,
corner Granite and Richards Streets, South Boston.

Pioneer Elevator Works of the United States. The elevator in the American House, the first passenger elevator erected in this city, was built by them. It is still in use.



TYSTING ROOM IN THE FACTORY OF THE HOLTZER-CABOT ELECTRIC COMPANY.

Manufacturers of Electric Apparatus at Brookline, Mass. Main offices, Boston and New York City.

	Annual output.
Clothing, about	\$20,000,000
Printing and publishing, over	13,000,000
Foundry and machine-shop products	8,540,000
Cordage and twine	5,260,000
Furniture	4,200,000
Musical instruments (pianos chiefly)	4,000,000
Coffee and spices	3,350,000
Confectionery	3,555,000
Steam-fittings and heating-apparatus,	2,000,000
Rubber and elastic goods	1,750,000

There are other lines of manufacturing industry pursued here of equal, or of only slightly less, importance, no mention of which was made in the census return from which these figures were taken. Formerly the greatest manufacturing business of the city,



W. A. E. HENRICI.

Inventor and Manufacturer of Dampening and Ironing Machinery for White, Colored, and Outing Shirts, Ladies' and Boys' Waists, etc., and proprietor of the Henrici Laundry Machinery Company, Chelsea, Mass.

as to value of product, was the sugar-refining business, which was put down in 1880 at \$16,520,000 for the year. Changes in the trade have made it since much less, but two large refineries still continue in operation with more or less regularity.

Ship-building, too, is not what it was, and there are other lines that have passed or are passing through a kind of transition; but, on the other hand, there has been a striking improvement in other directions,— in the building trades, and the industries connected with them, the total of which is prob-

ably \$25,000,000 annually, as compared with less than \$10,000,000 (census figures) fifteen years ago.



HENRICI LAUNDRY MACHINERY COMPANY, Chelsea, Mass.



OFFICE OF THE HENRICI LAUNDRY MACHINERY COMPANY, Chelsea, Mass.

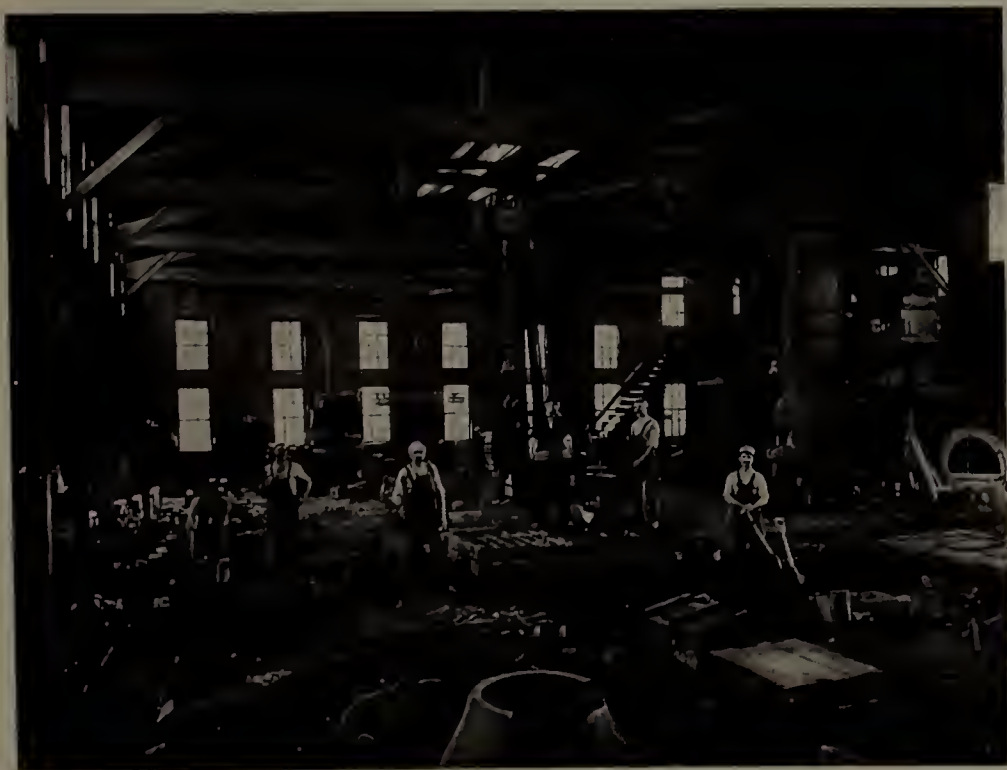


SALESROOM AND SHIPPING DEPARTMENT, HENRICI LAUNDRY MACHINERY COMPANY, Chelsea, Mass.



R. ESTABROOK'S SONS, CITY IRON FOUNDRY, First and C Streets, South Boston.

E. L. Estabrook, G. L. Estabrook, F. Estabrook, Manufacturers of Machinery, Boiler and Building Castings, Soil-pipe. and Fittings, etc., and Wholesale Dealers in Earthenware, Brass and Copper Work, Boilers, Bath-tubs, and Plumbers' Supplies generally.



MOULDING SHOP, R. ESTABROOK'S SONS, CITY IRON FOUNDRY, First and C Streets, South Boston.

Brewing, likewise, has had a wonderful development. In 1880 the output was about \$4,500,000 in value. To-day it is twice that sum. Speaking generally, it may be said that for every decline nu-

merous new industries and establishments have sprung up.

The manufacturing enterprise of the city is directed into an almost

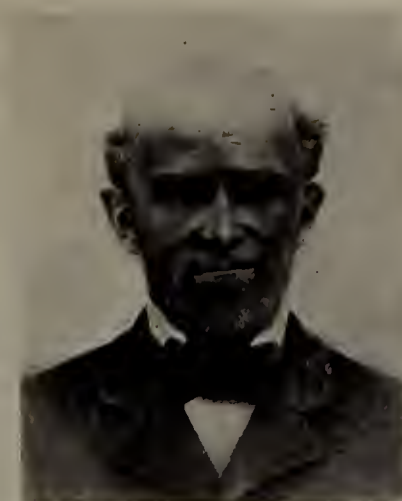
infinite diversity of channels. The distinguishing and characteristic branches of manufacture are those already referred to in the census classifications.

Other lines rising to or above a million dollars of output annually, in the city proper, are the following:



J. M. MARSTON.

Founder of J. M. Marston & Co., Manufacturers of Marston's Patent Hand and Foot and Steam Power Machinery, Columbus Avenue, corner of Ruggles Street. Established 1844.



THE LATE R. ESTABROOK.

Founder of R. Estabrook's Sons, City Iron Foundry, First and C Streets, South Boston.



VIEW IN THE PLANT OF J. M. MARSTON & CO., Columbus Avenue, corner of Ruggles Street.

Manufacturers of Marston's Patent Hand and Foot and Steam Power Machinery, and Machine Work of all kinds.



FRANK IVERS & SON, North Cambridge, Mass.

Makers of High Grade Road and Speed Wagons. Agents for Toomey and Faber Bike Sulkies, Road Carts, and Turf Goods.

Hosiery, knit goods, fancy goods, laces, silk goods, etc.	\$7,500,000
Leather and shoe goods, shoe findings, etc.	5,000,000
Boots and shoes	2,000,000
Ship-building	1,500,000
Carriage manufactures	1,500,000
Brushes and brooms	1,000,000
Fertilizers	1,500,000
Baking powders, druggists' sundries and specialties, patent medicines	2,000,000
Flavoring extracts, soda-water supplies, etc.	1,000,000
Soap and candles, tallow, etc.	1,200,000
Belting (leather and rubber)	1,000,000
Jewelry and valuables	1,000,000
Canning and preserving	1,500,000
Tin and copper wares, etc.	1,500,000
Bakery products	1,750,000

In many of these lines, most, indeed, adding the

suburban production would vastly increase these totals.

Cambridge had for principal items of manufactures in 1890: Foundry and machine-shop products, \$2,500,000; printing and publishing, \$1,807,000; musical instruments, \$1,550,000; soap and candles, \$1,303,000; furniture, \$756,000; confectionery, \$684,000.



FRANK H. IVERS,

Of Frank Ivers & Son, Carriage Manufacturers, North Cambridge, Mass.



FRANCIS IVERS,

Of Frank Ivers & Son, Carriage Manufacturers, North Cambridge, Mass.



SALESROOM OF QUINSLER & CO. (George J. Quinsler, George W. McNear), Cambria Street, Boston. Branch Store, Brookline. Manufacturers of Broughams, Rockaways, Depot Wagons, Breaks, Carts, Surreys, Buggies, Beach Wagons, Sleighs, etc. Dealers of the "Country Club" Cart. Also Manufacturers of the "Riverdale" Bicycle and the Patent Tubular Wood Frame Bicycle.



F. A. TEELING,
Of the Bunker Hill Carriage Company. Carriage and Wagon Builders, of 475 to 485 Rutherford Avenue, Charlestown. Established 1870. Builders for the North Packing Company and other notable business houses of the city, with a first-class repairing plant in connection.



M. D. CRESSY,
Of the Bunker Hill Carriage Company. Carriage and Wagon Builders, of 475 to 485 Rutherford Avenue, Charlestown. Established 1870. Builders for the North Packing Company and other notable business houses of the city, with a first-class repairing plant in connection.

In Lynn the manufacture of boots and shoes is, far and away, the leading industry, with \$25,500,000 of annual product. There is but one other item worth mentioning, the morocco leather business, which is set down as \$3,350,000 a year.

In Malden, although the aggregate is large, the items are, most of them, insignificant. The largest here are leather, \$543,000, the building trades, \$990,000.

Chelsea also has a very considerable industrial variety. Its largest single item is \$2,800,000, for rubber and elastic goods.

At Somerville are slaughtering and packing concerns, put down for \$2,675,000 of annual product, — little else worth mentioning. And at Newton, textiles, \$1,345,500 of annual product, and \$1,071,000 of building trades, lumber products, etc., are the most significant items. Although these are the most important, Boston has



ANDREW A. LAMONT.
Carriage Manufacturer, of 111 Merrimac and 16 Lancaster Streets. Specialty: Repairing and Painting Wagons and Carriages.



FACTORY AND WAREROOMS OF FERD. F. FRENCH & CO., Ltd.,
Carriage Builders,

14 to 24 Sudbury Street (only place of business). Successors to William P. Sargent & Co. Established 1851. Alpheus H. Hardy, President; Charles S. Penhallow, Treasurer; Charles W. Adams, General Manager; Alfred H. Colby, Secretary.



SAWYER, CHASE, & CO., 26 to 38 Farrar Street, Lynn, Mass.

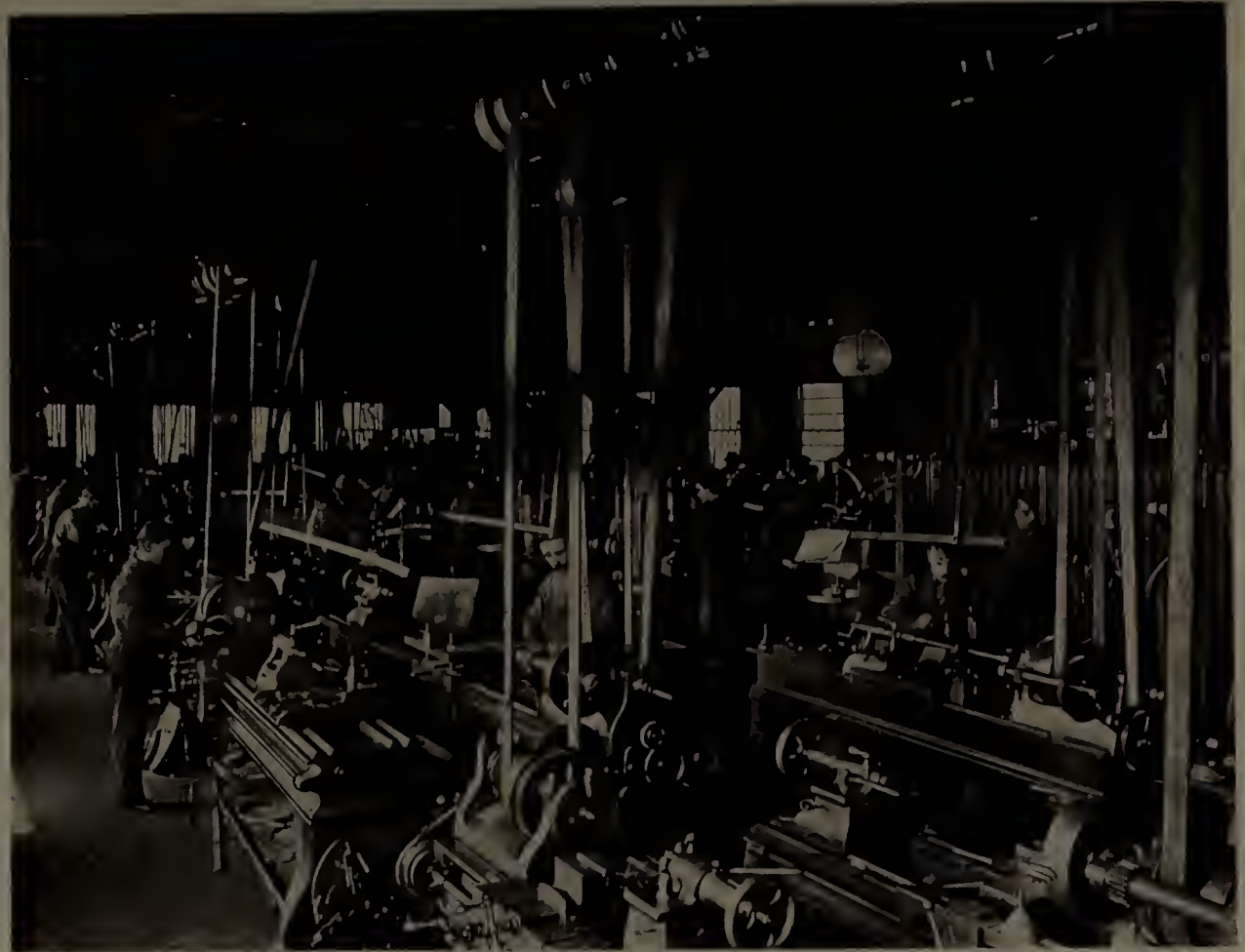
A. S. Chase, H. L. Sawyer, A. M. Hoyt, Manufacturers of and Dealers in Fine Carriages and Sleighs. Established 1854. Employ sixty hands. Fine Repairing a specialty.



A. H. FOLGER.

Manager Lockwood Manufacturing Co., East Boston. Builders of Steamships, Steam Yachts, Tow-boats, Marine Engines, and Cordage and Rope Machinery.

other suburbs whose manufacturing and productive industries merit attention, like Waltham, seat of the great "American" watch factories (with 1,700 employees, said to be the largest in the world), and of cotton mills; Quincy, with its extensive granite quarries, its shoe factories, etc.; Woburn, with its tanneries, glue works, etc.; Medford, once famous for its New England rum, but now, like Melrose,



VIEW IN THE MACHINE SHOP OF THE LOCKWOOD MANUFACTURING COMPANY, East Boston, adjoining North Ferry.

Builders of Steamships, Steam Yachts, Tow-boats, Marine Engines, and Cordage and Rope Machinery.

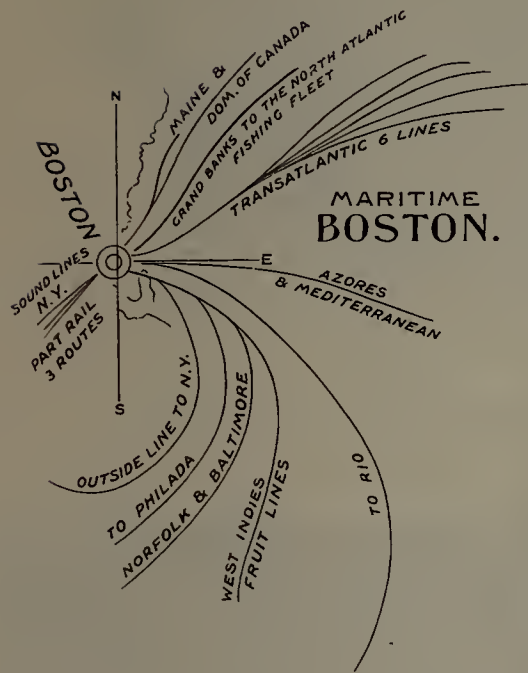


SHOPS AND YARD OF THE LOCKWOOD MANUFACTURING COMPANY, East Boston, adjoining North Ferry.

Builders of Steamships, Steam Yachts, Tow-boats, Marine Engines, and Cordage and Rope Machinery.

Everett, Arlington, and others, a place of miscellaneous industries. The fact is, that for twenty-five or thirty miles in every direction from the city proper, due east excepted (where the sea lies), the country side is about equally devoted to housing the suburbanite and to manufactures. Every place, no matter how small, on all the lines of travel, has for landmarks its tall factory stacks; and besides, Boston is, practically, the Hub for all the great manufacturing district east of the Connecticut River in Massachusetts, and north of the southern line of the State. The product of this district was, by the State census for 1890, upwards of five hundred and fifty millions of dollars, a sum affording a measure, in part, of the traffic of the Boston of to-day.

THE PORT OF BOSTON. — FOREIGN TRADE, EXPORTS AND IMPORTS. — SHIPPING STATISTICS. — TRANSATLANTIC BUSINESS. — THE GRAIN TRADE. — CATTLE SHIPMENTS. — FOREIGN STEAMSHIP LINES. — WHARVES AND DOCKS. — HARBOR IMPROVEMENT. — SHIP-BUILDING AND MARITIME FACILITIES GENERALLY.



BOSTON ranks, as to shipping and foreign trade, the second American port. In some particulars it is first — direct business with Liverpool, for instance; and in the coastwise trade of the Atlantic side, if not first and foremost, it is very nearly so.

The exports (foreign) from this port during the calendar year 1895 were of the value of \$89,019,873. The imports during the same time were \$79,881,556.

The sum total of these items, \$168,901,429, represents the foreign trade of the city, and ranks it, by the

returns of the National Bureau of Statistics, the second port of the country.

It is still a long way, as to totals, behind New York (\$169,000,000, as compared with \$848,675,000); but a comparison of the figures of 1880 for both cities shows that Boston has gained thirty-three per cent. in its foreign trade



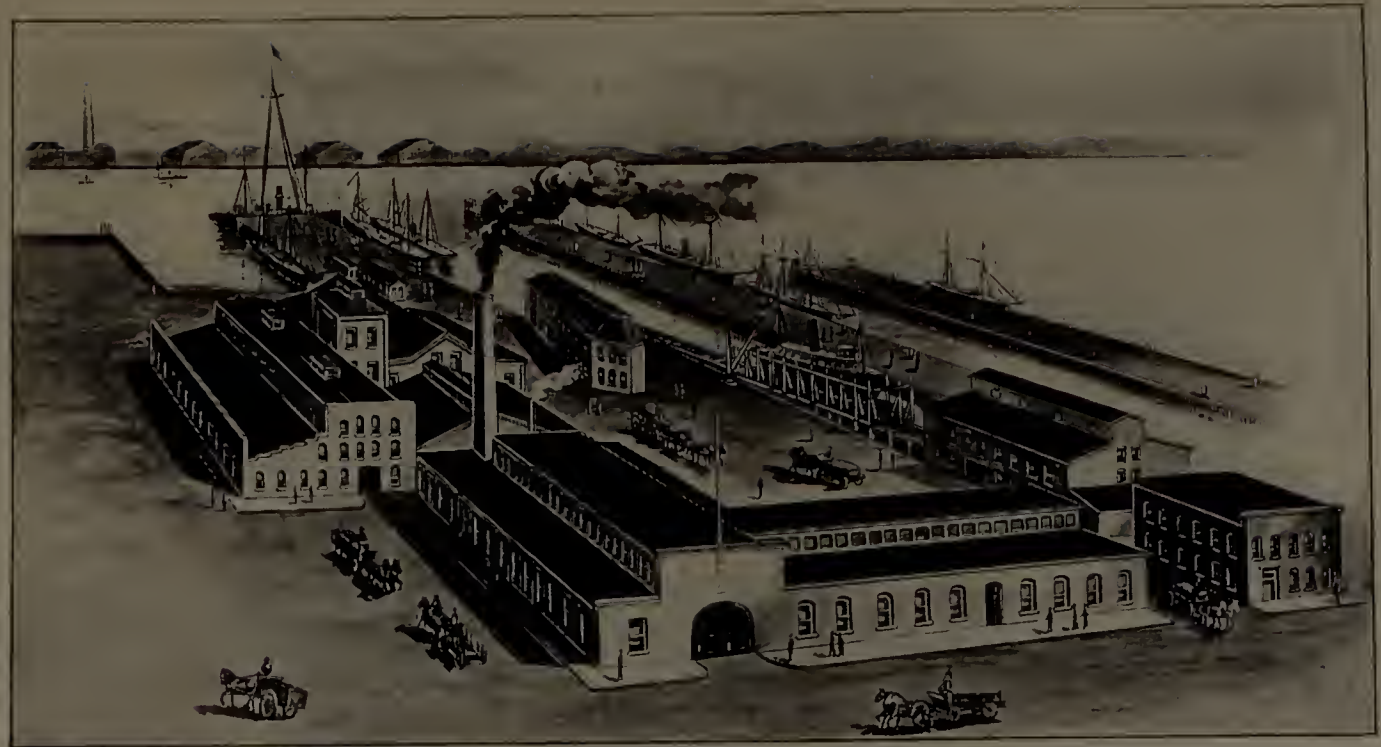
DOCKS AND TIDE-WATER TERMINALS OF THE BOSTON & ALBANY RAILROAD, East Boston.

in the fifteen years since that date, while New York has increased less than one per cent. in the same length of time.

The imports of 1895 were \$4,000,000 in excess of 1892, the largest previous year.

The exports, notwithstanding the decline in price and value of very many commodities of export, were \$5,000,000 in excess of 1894, and nearly \$7,650,000 more than during 1891.

This city's gain is due, in large measure, to improved railroad terminals, and to betterment of the shipping facilities



THE ATLANTIC WORKS, East Boston. Specialty: Marine Work.

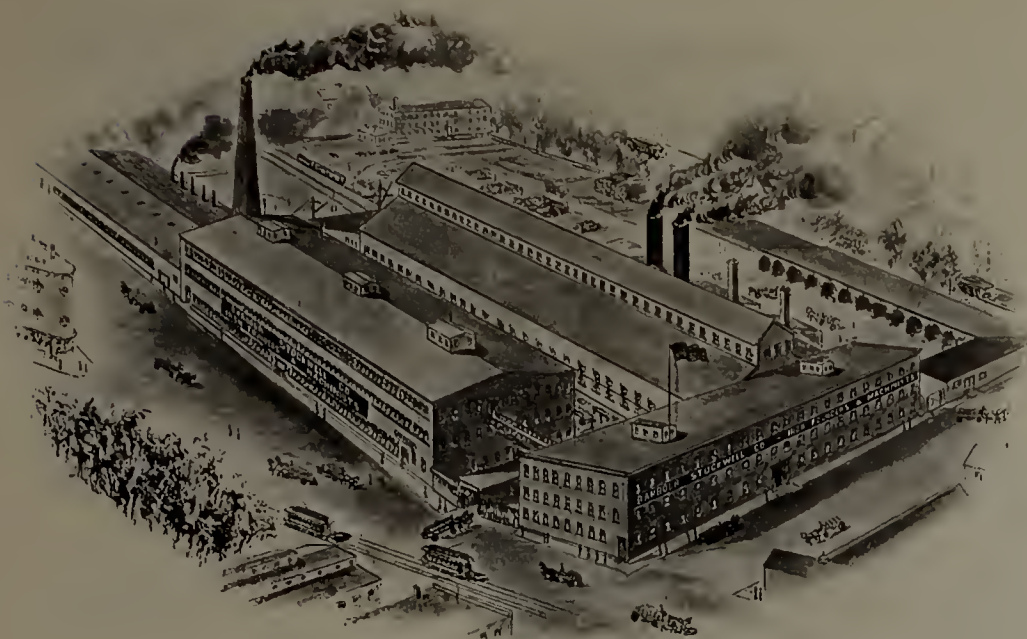
provided in the way of docks, elevators, and yards, by the railroad systems centring here. It is one of



THE ATLANTIC WORKS, East Boston. Section of Machine Shop, Interior.



THE ATLANTIC WORKS, East Boston. Section of Boiler Shop, Interior.



THE BARBOUR, STOCKWELL COMPANY, Iron Founders and Machinists, 295 Broadway, Cambridgeport.

Manufacturers of Materials and Supplies for Street Railways. Established 1855. Employ 250 hands.



GUSTAVO PRESTON,
Commission Merchant, 37 Central Street. Importer of Sugar and Molasses, with branch house in Porto Rico.



BENJAMIN S. PRAY,
Of B. S. Pray & Co., Shipping, Export and Import Commission Merchants, Exchange Building. Established 1849.

the few ports, indeed, on the Atlantic side showing steadily, year in and year out, a marked advance.

In the year 1895 its exports increased five per cent. over the year preceding, and its imports nearly fifty per cent. It was the only one of the five great Atlantic ports which increased its exports during that time.

The total foreign trade of the port grew, likewise, twenty-two per cent. that year, whilst at the same time that of New York gained only eight per cent., and that of all the other leading ports of the eastern coast of the country declined.



HOOSAC TUNNEL DOCKS AND ELEVATOR OF THE FITCHBURG RAILROAD, Charlestown Water Front of the City. Five piers; elevator of 600,000 bushels capacity; ample water at all stages of the tide; stone and iron warehouses; hydraulic lifts and grain conveyors; electric hoists and lights throughout. Foreign Freight Office, 204 Chamber of Commerce.



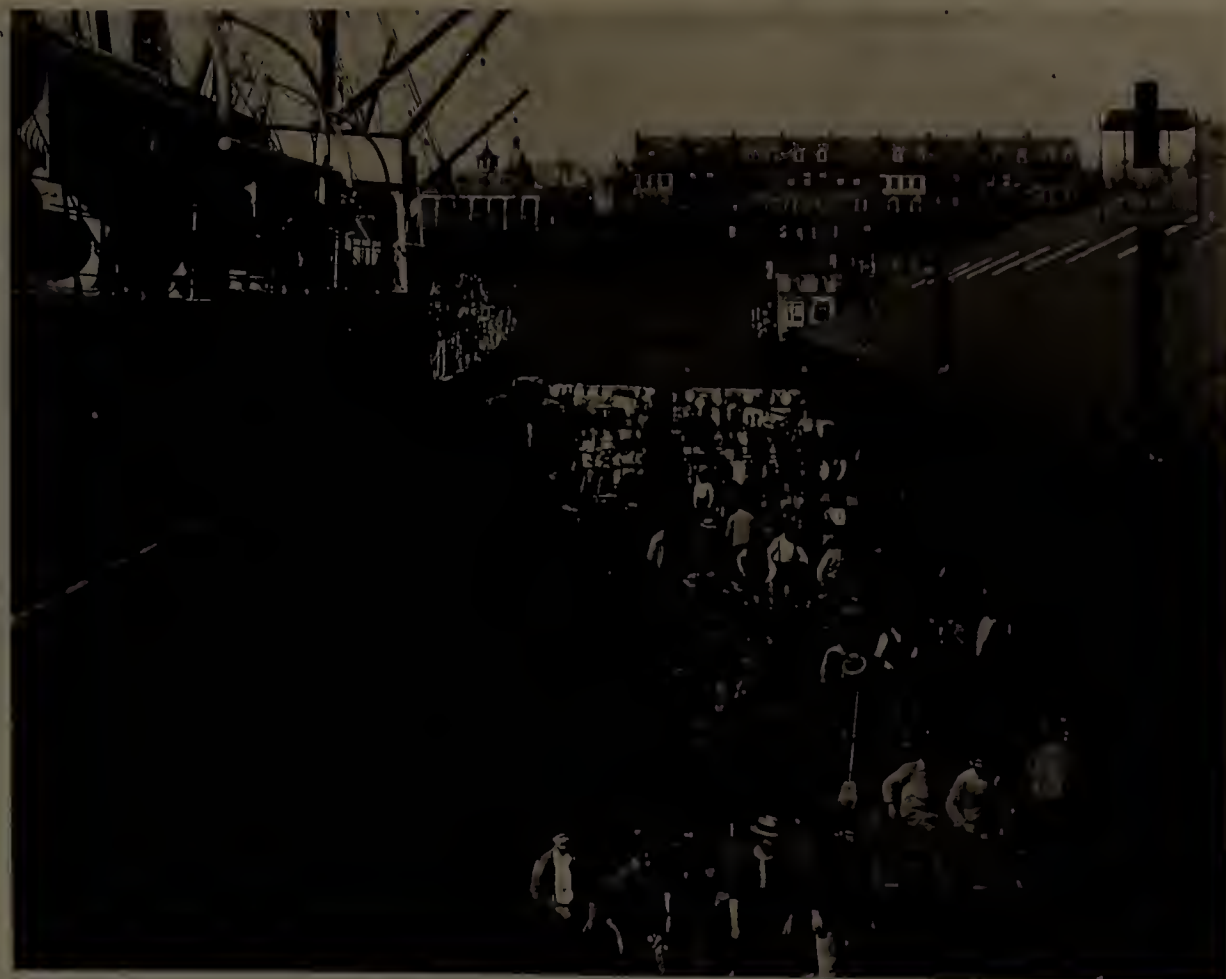
STEAMSHIP "ARMENIAN," LEYLAND LINE, 8,767 tons,
Passing out with a cargo of 15,000 tons, the largest single
transatlantic cargo ever shipped from this port.



W. H. LINCOLN.
Agent Leyland Line Transatlantic
Freight and Passenger Steamships,
114 State Street.



QUINN BROS., STEVEDORES (T. F. & P. H. Quinn), 117 Central Street,
Discharging British Steamship "Lepanto," Wilson Transatlantic Line, at New
England Railroad Docks, South Boston.



STEAMSHIP "CESTRIAN," LEYLAND LINE, 8,767 TONS, DISCHARGING.
Boston & Albany Docks, East Boston.



HON. JOHN H. SULLIVAN.

Member of the Governor's Council, of Massachusetts, 1896. Also President of the Columbia Trust Company, of East Boston, and a prominent Master Stevedore of the city.



STEAMSHIP "ULSTERMORE," 6,326 tons, Johnston Line Transatlantic Steamers.

William Johnston & Co., Limited, of Liverpool and London. J. Wylde, 102 Chamber of Commerce, Boston Agent.

The principal items of export from Boston, with their values, as furnished by the Collector of Customs of the port, during the year Jan. 1, 1895, to Jan. 1, 1896, were these:



PASSENGER STEAMSHIP "SERVIA," 7,819 tons, Boston Service, Cunard Steamship Co., Limited.

Alex. Martin, 99 State Street, Agent. Sailing days: Boston, Saturday; Liverpool, Thursday. Touches at Queenstown.



STEAMSHIP "PARISIAN," Allan Line. H. & A. Allan, 92 State Street.

Provisions to the value of	\$36,108,667
Cotton (raw), (equivalent to 303,799 bales)	11,270,590
Breadstuffs	11,601,222
Live cattle and animals, 289,551 head	11,223,869
Leather and manufactures of leather	8,112,510
Fruit and nuts	1,142,061
Wood and manufactures of wood	1,067,760
Iron and manufactures of iron	1,014,643
Cotton goods	801,911



H. G. GATELEY,

Of the South End Storage Company,
464 to 484 Albany Street.

F. J. JOHNSON,

Of the South End Storage Company,
464 to 484 Albany Street.

After these, the largest items of export from Boston were: Tobacco and



manufactures of tobacco, \$325,000; furs and skins, \$261,400; rubber and rubber goods, \$250,000; agricultural implements, \$234,000; paper and manufactures of paper, \$213,000; flax, hemp, jute, and manufactures of same, \$212,725; hay, \$202,360; blacking, \$200,768.

The great bulk of these exports went to Great Britain, viz., ninety-two per cent., or \$81,000,000 out of the \$89,000,000 in value, and was shipped by the regular British transatlantic lines.

Of breadstuffs, 1,576,000 barrels of flour, out of 2,618,000 received here, were exported; nearly the whole of the 7,250,000 bushels of wheat receipts, and about sixty per cent. of the 9,000,000 bushels total receipts of cereals.

(114) VIEW OF THE PROPERTY OF THE BOSTON WHARF COMPANY. From Mt. Washington Avenue.



LANDING OF THE WARREN LINE (Transatlantic), Charlestown.
Warren & Co., Agents, 125 Milk Street.



STEAMSHIP "SACHEM," 5,203 tons, Warren Line (Transatlantic).
Warren & Co., Agents, 125 Milk Street.



WAREHOUSES AND WHARVES OF THE SOUTH END STORAGE COMPANY.
Johnson & Gately, Proprietors, 464 to 484 Albany Street. Storage for Lumber.
Also, Wholesale and Retail Hay, Straw, and Grain.



VIEW OF THE PROPERTY OF THE BOSTON WHARF COMPANY.
From Congress Street.



STEEL BARK "BELMONT," 1,417 tons,
Of the Belmont Shipping Company, Limited. John G. Hall & Co., Ship and
Steamship Brokers, Managers, Boston.

In quantity and amount the cotton exported from here was thirty per cent. greater than the year previous, and was the largest quantity ever shipped from here.

A great advance has been made also in the foreign cattle trade of the port, due mainly to the influence and labors of the Chamber of Commerce. This body has succeeded in opening up, after a long embargo, the entry ports of Richfield and St. Albans, Vt., on the Canadian border, for shipment of Canadian live-



SHIP "ANDORINHA," 3,254 tons.
At Mystic Docks of Boston & Maine Rail-
road, Charlestown.



BARKENTINE "JOHN S. EMERY," of Boston, 872 tons, passing Boston Light, bound out.

(116) On her maiden trip, March 8, 1890. Destination, Sydney, N.S.W. John S. Emery & Co., Shipping and Commission Merchants, Owners.

stock through this port. In 1895 the shipments of cattle here exceeded those of any other American port. The railroads have provided the facilities necessary to increase it, and the cattle-carrying capacity of transatlantic steamships running here is 20,000 head a month.



WAREHOUSE OF GREEN, KNAEBEL, & CO., COMMISSION MERCHANTS, Port au Prince, Hayti.

Richard T. Green, Boston; Max R. Knaebel, Port au Prince. Specialties: Lumber and Hardware. The only house left at Boston in the Haytien trade. Boston office, 511 Chamber of Commerce.

The total of provisions exported from the United States in 1895 was \$166,250,000. From Boston that year these exports totaled \$45,980,000, or twenty-seven per cent. of the whole.

Agricultural products constitute fifty-eight per cent. of the exports of the country. From Boston

these exports make eighty-five per cent. of the total of the port. Manufactures represent thirty-one per cent. of the total exports of the Union; but from Boston these exports make but fourteen per cent. of the ship-

ments through this port.

The port of Boston, in fact, reverses the condition of things shown by the export trade of the country generally; *i.e.*, here the proportion of agricultural products exported (Western products very largely) has steadily



HENRY W. PEABODY,

Of Henry W. Peabody & Co., Importers and Exporters, Mason Building, 70 Kilby Street.



GEORGE A. ALDEN,

Of George A. Alden & Co., 87 Summer Street. Importers and Jobbers of Crude Rubber, Gutta Percha, Shellac, etc., with Cocoa and Tea incidentally.



STEAMSHIP "BERGEN" DISCHARGING SISAL HEMP FOR HENRY W. PEABODY & CO.

The largest importers of hard fibres in America.



INDIGO WAREHOUSE OF ANDREAE & CO., Calcutta, India.

Represented by Charles F. Rice & Co., Importers of Indigo, Dye-stuffs, Colors, Chemicals, etc., 174 Summer Street.



EMERY D. LEIGHTON.

Shipwright and Caiker, and Dealer in Ship Timber, 109 Sumner Street, East Boston. Established 1854.



ROBERT CROSBIE.

Senior Member and Founder (1873) of Robert Crosbie & Son, Ship-builders, Harbor View, East Boston.

The principal imports of Boston in 1895 were:

Wool (124,800 000 pounds), value . . .	\$19,845,092
Hides and skins	9,827,564
Chemicals and dye-stuffs	5,171,270
Sugar, 188,300 tons	7,202,294
Cotton, 75,000 bales (American weights).	3,751,666
Vegetable fibres and manufactures of that line (\$1,177,371 Mexican hemp or sisal grass)	5,311,281
Iron and manufactures of iron	2,865,309
Fruit and nuts	1,722,806
Wood and manufactures of wood	1,422,997
Paper stock	1,343,486
Cotton goods	1,322,157
Fish	1,305,209
Crockery and glassware	1,364,183
Tin plate and metals	1,210,665
India rubber	915,767
Cocoa, coffee, spices, and tea	858,582
Spirits, wines, ales, etc.	777,005
Oils and grease	721,922
Tobacco	686,823

and surely increased, while at the same time the shipments to points abroad of the home manufactured products have, relatively speaking, visibly declined.



SHIPYARD OF EMERY D. LEIGHTON, 109 Sumner Street, East Boston.
(From a painting by Mrs. Leighton.)



BARKENTINE "NELLIE M. SLADE."

First craft built at present plant of Robert Crosbie & Son, Harbor View, East Boston.



WHARF, YARD, AND MILLS OF GEORGE D. EMERY.

Importers and Manufacturers of Mahogany and Cedar Lumber, 1 to 35 Broadway, Chelsea.
Steamship "Borderer," from Bluefields, Nicaragua, at wharf.



RESIDENCE AND PARTIAL VIEW OF THE PREMISES OF ROBERT CROSBIE, Harbor View, East Boston.

Other items are: Silk and silk goods, \$440,000; books and paper, \$394,737; vegetables, \$305,000; cement, \$350,793; clay, \$340,123; art works, \$152,272.

Great Britain furnishes the lion's share of imports here, forty-six per cent. of the total, — in exact figures, \$36,773,903.

The total trade at this port with the United Kingdom and its dependencies is over \$125,000,000, — something like \$118,500,000 with the Old Country direct.

The total trade with Canada from here (chiefly with Nova Scotia and the maritime provinces), as shown by customs figures, is \$4,020,000, of which amount \$2,310,000 is imports, and the balance, \$1,710,000, exports.



GEORGE D. EMERY.

Resident Principal in the house of George D. Emery, Importers and Manufacturers of Mahogany and Cedar Lumber, 1 to 35 Broadway, Chelsea.



HERBERT C. EMERY.

Foreign Partner in the house of George D. Emery, Importers and Manufacturers of Mahogany and Cedar Lumber, 1 to 35 Broadway, Chelsea.



THE LATE HENRY PIGEON,
Of H. Pigeon & Sons, Mast and Spar-
Makers and Importers of Oregon
Timber. Henry Pigeon, Jr., Abram
Pigeon, 266 Commercial Street,
Boston. Spar yard, Sumner Street,
near North Ferry, East Boston.

With Cuba and
the West Indies the
trade is \$6,280,000,
\$5,500,000 of that
with Cuba alone; with
the East Indies is
\$4,590,000, almost
wholly imports; with
France, \$4,403,000,
also almost all im-
ports; with Germany,
\$4,722,000, more than
two-thirds imports;
with the Netherlands,
\$1,643,465, over a
half exports; with
Africa, \$1,378,000,
over eighty per cent. exports; with the
Argentine, \$4,010,000, of which only



CONSTITUTION WHARF COMPANY, 409 Commercial Street.

Warehouses for Bonded and Free Merchandise; track connections with all railroads running from the city; deep water for steamers; 65,000 feet covered shed on pier, 460 feet long. Hales W. Suter, President; Robert C. Hooper, Treasurer; Charles S. Dennis, Wharfinger. On this site the frigate "Constitution" ("Old Ironsides") was built. A bronze tablet on the building marks the spot.



CONSTITUTION WHARF COMPANY, 409 Commercial Street.

Showing Steamer "North Gwalia" discharging sugar from Egypt, and U. S. Steamship "Verbena," lighthouse tender.

\$207,000 is exports; with Australia,
\$1,800,000, almost
entirely imports.
Wool figures
largely, and hides
in these last two
items. From three
countries the trade
is an importing trade
entirely: Egypt,
mostly cotton, \$3,-
154,430; Mexico,
\$1,319,182, largely
hemp from Yuca-
tan; and Italy,
\$1,360,219.



JAMES F. BLISS,

Of James F. Bliss & Co. (James F.
Bliss, Israel E. Decrow). Estab-
lished 1832. Grocers and Ship
Chandlers, Cordage, and all Vessel
Supplies. 328 Atlantic Avenue



NEW ENGLAND DREDGING COMPANY'S SCOOP DREDGE NO. 8 IN OPERATION.
Office, 12 Post Office Square, Boston.

Concerning the direct East India shipping business, once a great feature of the life of the port, one house now carries on trade with Singapore, and is said to be the only one in Boston that brings in full cargoes.

This trade was formerly very large; now it averages about seven ships a year, of 1,700 to 1,800 tons register.

The house referred to charters these ships and loads them with a general cargo of East Indian products, such as spices, dye-stuffs, and rattan (this last for a furniture company of this city for whom it is imported under contract).



NEW ENGLAND DREDGING COMPANY'S SCOOP DREDGE NO. 9 IN OPERATION.
Office, 12 Post Office Square, Boston.

The rattan forms a large part of the firm's business.

The other articles are sold here and all over the West. Formerly a whole cargo of East Indian goods was taken by two or three houses and handled on speculation. Now ninety-five per cent. of the stuff is taken by houses that sell direct to the consumer.

The trade in manila and sisal hems is



CENTRAL STORAGE WAREHOUSE, Corner of James and Concord Streets.

H. W. Fisher, Proprietor; F. O. Jackson, Manager. For household goods chiefly, and general storage. Of modern construction and facilities, and fire-proof.

large here. For a great many years Boston, as the pioneer and largest cordage centre of the country, had almost a monopoly of the importing of the fibre to make the cordage, but in time the amount brought into New York became greater than that which came to Boston. During the last few years, how-

ever, Boston has been regaining her prestige, and her imports of manila and sisal for the year 1896 will probably considerably exceed those of New York.

The house of Henry W. Peabody & Co., of this city,

ports of manila were 169,000 bales, while only 131,000 entered New York.

The total imports of the country for the year ending June 30 were 373,000 bales sisal and 372,000 bales manila, of which

one Boston house imported 104,000 bales sisal and 119,000 bales manila, the balance being distributed among fifteen different firms. The Hub has a house in the African trade, that of E. S. Pray & Co., which was established in 1849; it has an old house in the Haytien trade (Green, Knaebel, & Co.), and a large West Indian fruit



PLANT OF THE EASTERN DREDGING COMPANY, Contractors for River, Harbor, and Dock Improvements.

Removing ledge after blasting, near Bug Light, in the Narrows, entrance to Boston Harbor.

leading importers in America of manila and sisal hems, who have been very largely instrumental in bringing back to the "Hub" the lion's share of this trade, supplies the following figures:

For the year ending June 30, 1896, Boston im-



DREDGES OF THE EASTERN DREDGING COMPANY, OF PORTLAND, ME., AND BOSTON, Contractors for River, Harbor, and Dock Improvements.

Engaged in widening and deepening the main ship channel at the entrance to Boston Harbor, under contract with the U. S. government.

Bug Light shown in the background.



CYPRESS LUMBER COMPANY, 70 Kilby Street.
Saw-mill at Apalachicola, Fla.



CYPRESS LUMBER COMPANY, 70 Kilby Street.
Yard at Apalachicola, Fla.

trade, through the line hereinafter described.

Looking backward over preceding years, the shipping tonnage of the port] shows a decided increase.

The total of arrivals and departures, in foreign trade, in the year 1895 was 4,353 vessels, of 3,146,236 tons, divided as follows:

	Vessels.	Tonnage.
Arrived . . .	2,206	1,723,009
Cleared . . .	2,147	1,423,227



W. H. TREWORGY.

Wholesale Lumber Dealer, 30 Kilby Street. Established 1874. Mills at Rushville, Ind., Wilmington, N.C., Portsmouth, Va., and Fayetteville, Tenn.

The total arrivals and departures of coastwise vessels was about 18,000 in 1895, a gain of about nine per cent. over the year before.

This city's coasting trade is, as we have said, one of the largest on the Atlantic side.



OFFICE OF THE STORE OF DOWNER COMPANY, Custom-House Brokers and Forwarders, Exchange Building, 53 State Street.

Established 1840. Incorporated 1892. William Munroe, President; J. L. Stone, Treasurer; William Curtis, Clerk; F. W. Downer, Auditor. Agents in New York, Philadelphia, Chicago, and Portland. Correspondents in all parts of the world. Cable address, "Demander."



A. B. ATWOOD,
Of Atwood & McManus, Box Manu-
facturers, Chelsea.

H. P. McMANUS,
Of Atwood & McManus, Box Manu-
facturers, Chelsea.



BOX FACTORY OF ATWOOD & McMANUS, Chelsea.



The Boston "home fleet" is by no means insignificant. Documented and registered here, as home port, are 476 vessels of 171,611 tons. Of this number 343 are sailing vessels, and 133 steam. The tonnage of the sailing vessels belonging to the port is 119,307; of steam vessels, 52,303. The yachts and pleasure craft owned here are not included in this record. There are, besides, a good many Boston merchant vessels sailing under temporary documents from other



A. T. STEARNS.
President of the A. T. Stearns Lumber
Co., Boston.

OFFICE, MILLS, AND WHARVES OF THE A. T. STEARNS LUMBER CO., Neponset, Boston.
Manufacturers of Lumber, Shingles, Doors, Builders' Finish, etc.; also Tanks, Vats, Cisterns, etc.



COAL WHARF AND ELEVATOR OF J. A. BRADFORD & CO., foot of East Canton Street.
Barge "Girard" discharging Philadelphia & Reading Coal. Office, 588 Albany Street.

ports, which do not appear on the custom-house books.

The sailing vessels cleared for foreign ports from Boston in 1895 numbered 1,457, with a gross tonnage of 257,597, something over a sixth of the whole. The steamship sailings, foreign, the same year, numbered 690. Of these, 326 were of steamships to European ports, and all but 52 of that number of steamships in the six lines regularly established, viz., the "Warren," "Leyland," "Cunard," "Furness," "Johnston,"



J. A. BRADFORD,
Of J. A. Bradford & Co., Coal, 588
Albany Street.



COAL YARD, OFFICE, AND ELEVATOR OF THOMAS & PIKE, 316 Albany Street.
(J. Cushing Thomas, Herbert W. Pike.)



OFFICE BOSTON COAL COMPANY.
Lehigh Valley Anthracite and George's Creek Bituminous Coals for City Delivery.
W. K. Niver & Co., Shippers of Anthracite and Bituminous Coals and Monongah
Gas Coals.



H. G. JORDAN.

Coal Dealer, of 30 Dorchester Avenue, South Boston, and President of the Coal Club of Boston.



C. A. CAMPBELL.

Coal Dealer of Chelsea, and Vice-President Coal Club of Boston.

and "Allan" lines, all sailing under the flag of Great Britain. Lately another English line has been established, with regular sailings from here to the other side,—the "Wilson."

The sailings by one or other of these, along with irregular sailings by outside lines, make

something over one a day for every week-day in the year. The regular lines are freight carriers chiefly. Until recently the Cunard Line was the only one paying attention to the passenger trade; now, however, the Leyland and others take passengers also.



B. FRANK WILD.

Coal Dealer and Treasurer Coal Club of Boston, 149 Medford Street, Charlestown.



J. F. WELLINGTON.

Secretary Coal Club of Boston and vicinity, and of Horatio Wellington & Co., Coal Dealers, 72 Water Street.



RAILWAY QUARRY OF THE GRANITE RAILWAY COMPANY, Quincy, Mass.

Proprietors also of quarries at Concord, N.H., and Dealers in Monumental and Building Granites. Shops and polishing works, West Quincy. Office, 166 Devonshire Street, Boston. Henry E. Sheldon, Agent; J. Albert Simpson, Treasurer.



PIGEON HILL GRANITE COMPANY. Quarries at Rockport, Cape Ann, Mass.

Contractors for best Monumental and Building Granite, Paving Blocks, etc., Building and Bridge Work. Main office, Rockport. Boston office, Master Builders' Association, 166 Devonshire Street.



GROUP OF TEAMS OWNED BY H. G. JORDAN, Coal Dealer, of 30 Dorchester Avenue, South Boston, and President Boston Coal Club.

Following are some additional facts concerning these lines:

The Leyland Line, of Frederick Leyland & Co., Limited, 114 State street, consists of five ships of 5,120 to 8,767 tons, sailing Wednesdays. They are freight carriers, but also have excellent first-class accommodations for twenty-five to thirty passengers. The state-rooms are all on deck, thus affording to the occupants ample light and air,—a most desirable thing for an ocean voyage. The engravings herein, page 112, show the “Cestrian,” one of the finest of this line, unloading, and the “Armenian,” carrying out of this port a cargo aggregating 15,000 tons, the principal items of which were as follows:

Two hundred and twenty-five

thousand one hundred and forty-seven bushels of grain; 300 tons of flour; 200 tons of glucose; 125 tons of tobacco; 175 tons of lumber and machinery; 900 tons of provisions; 200 tons of grease; 200 tons of leather and general merchandise; 1,200 bales of cotton; 538 empty barrels; 4,000 quarters fresh beef; 670 head of cattle; 1,708 sheep; 100 tons of hay and feed.



F. G. WARREN.

Coal and Wood, 1490 Washington Street, and 325 Charles Street, corner of Allen. Wharf, 2 Dorchester Avenue, Federal-Street Bridge.



COAL ELEVATORS AND WHARVES OF C. A. CAMPBELL & CO., Chelsea.
Boston office, 59 Congress Street.



EDWARD H. BAKER.

President Baker-Hunnell Co., Coal and Wood. Wharves, 81 Main Street, Cambridgeport; Boston office, 20 Exchange Place.



COAL WHARF AND ELEVATOR OF COLEMAN BROTHERS, First Street, East Cambridge.
Office, 450 Massachusetts Avenue, Cambridgeport. "Adelia Carleton" discharging.



COAL DOCK, ELEVATOR, AND WHARF OF J. ROBBINS & CO., 178 Border Street, East Boston.

Storage capacity, 15,000 tons. Business established (1844) by Joseph Robbins; now carried on by Joseph W. Robbins, with whom Joseph Robbins is associated, son and grandson, respectively, of the founder. The appliances shown in the engraving are the latest for handling coal. It is discharged from barges with the modern steam-shovel, and housed by cars running automatically on an elevated cable-railway.



WILLIAM A. HUNNEWELL.

Treasurer Baker-Hunnell Co., Coal and Wood. Wharves, 81 Main Street, Cambridgeport; Boston office, 20 Exchange Place.



ERASTUS BRIGHAM BIGELOW.
American Inventor. Born 1814.
Died 1879. He invented, in 1839,
a carpet loom, which revolutionized
the manufacture of carpets through-
out the world.

This was the largest shipment of grain ever sent from this port across the Atlantic. The ship was loaded at the Boston and Albany docks, East Boston, under the supervision of Capt. E. S. Booth, American superintendent of the line.

The steamers of this line have made the shortest passages on record to this port. The "Armenian" arrived here on the 19th of August last, only eight days and five hours from port to port, and the "Victorian," arriving here August 31st, made the passage in eight days and four hours.

The Furness Line, of Furness, Withy, & Co., ship-builders

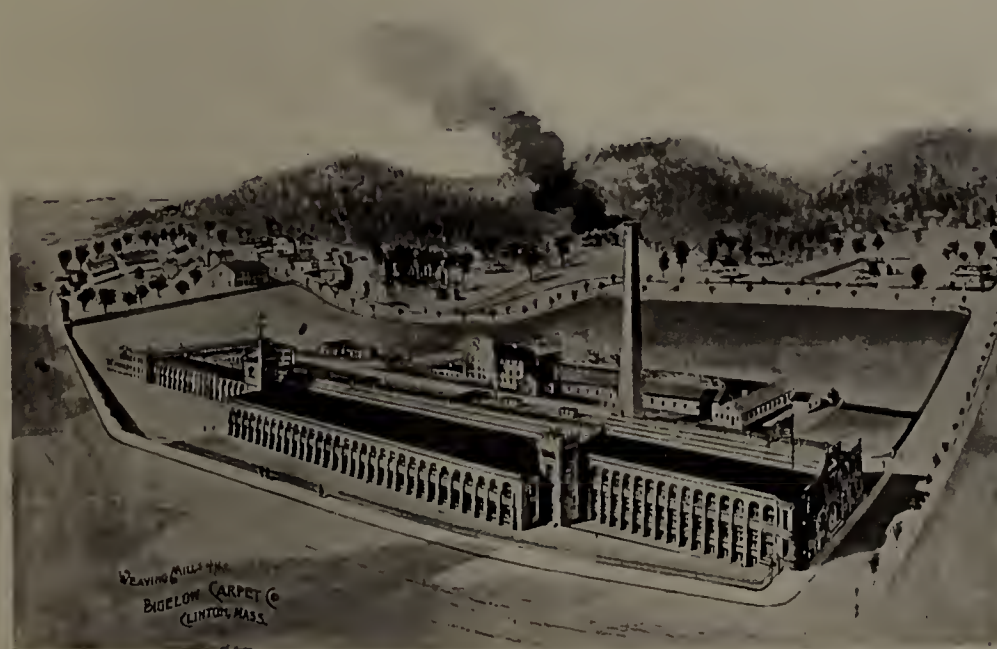


THE CLINTON WIRE CLOTH COMPANY'S WORKS, Clinton, Mass.



BIGELOW CARPET COMPANY'S SPINNING MILLS, Clinton, Mass.

and owners, London, which also affords Boston permanent transatlantic service, has twenty vessels plying regularly between Boston and



BIGELOW CARPET COMPANY'S WEAVING MILLS, Clinton, Mass.



THE LATE JOHN L. WHITING.

Founder of the business of the John L. Whiting & Son Co., Boston (the largest brush manufacturers in the world), whose inventions and improved methods of manufacture have diminished cost and bettered the product.

other American ports, and London and Antwerp. They average 5,000 tons. Between Boston and London weekly sailings are made; between Boston and Antwerp (the Puritan Line) there is a ship every two weeks. This line has been established here since 1885. R. E. Burnett is its agent. E. S. Booth, superintendent of the Leyland Line, is also stevedore for the Furness Line. Its landing is at the Fitchburg Railroad pier, Charlestown; the office, 85 Water street.



A. H. HEWS,
Of A. H. Hews & Co., Manufacturers of Fancy Earthenware and Flower Pots, North Cambridge.



A. H. HEWS & CO.
Manufacturers of Fancy Earthenware and Flower Pots, North Cambridge. Established 1765. The oldest concern of the kind in the country. Employ one hundred and fifty hands.

The famous old Cunard Line, the "lucky" line, so called, has offices here, and for years has been the only transatlantic steamship line affording Boston regular European passenger service.

The Cunard Line has its principal offices in Liverpool. It operates between New York and Liverpool with nineteen vessels, and



FACTORY OF THE JOHN L. WHITING & SON CO.

Largest brush manufacturers in the world. Occupies a whole square at High and Purchase Streets, Boston. Supplies nearly all the wholesale trade throughout the United States, and is a large exporter. Founded by the late John L. Whiting, inventor and representative New England manufacturer. William S. Whiting, President and Treasurer; Lew C. Hill, Secretary.



WORKS OF THE NEW ENGLAND POTTERY CO., 146 Condor Street, East Boston.
Established 1854. Thomas Gray, Proprietor. White Granite and C.C. Table and Toilet Ware, Tea and Chocolate Pots, Jugs, Cuspidores, Vases, etc.; also, Porous Cells for Electrical Purposes, and other electrical specialties.



SHOW ROOMS OF C. W. WHITE & CO., 99 Court Street.
Manufacturers of Trusses, Elastic Stockings, etc.



OFFICE OF C. W. WHITE & CO., 99 Court Street.
Manufacturers of Trusses, Elastic Stockings, etc.

between Boston and Liverpool with eight — three for freight exclusively. Its fleet includes the record breakers "Lucania" and "Campania."

From Boston the sailings are, for freight steamers on alternate Tuesdays, and for passenger ships every Saturday. The fine ship "Servia," shown in the engraving on page 113 of this matter, runs in the Boston division of the line. She registers 7,500 tons. The company's office is at 99 State street; its docks in East Boston. The agent here is Mr. Alexander Martin.

The Warren Line, to Liverpool, of which Warren & Co., 125 Milk street, are the agents, has eight vessels sailing from here at regular intervals. They are from 4,500 to 5,500 tons each, and are engaged in the freight trade. They land at piers 5, 6, and 7, Fitchburg dock, Charlestown, a view of which is on page 111. The "Sachem" of this line is shown on page 115.



C. W. WHITE & CO., 99 Court Street.
Manufacturers of Trusses, Elastic Stockings, etc.



FRED. C. NEWHALL.

Manufacturer of Window Shades, Wire Screens, etc., 259 and 261 Causeway Street.



C. S. LUITWIELER.

Treasurer of the Sewing Machine Supplies Co., 72 Lincoln Street, Boston; Brockton, Mass.; Chicago, Ill.; and New York City. Treasurer also of the Puritan Manufacturing Co.

The Johnston Line, Boston to London (with liberty to call at Havre), has six vessels in service, ranging from 4,000 to 6,350 tons, and sailing weekly; also running from Boston to Hamburg bi-weekly. The cut on page 113 shows the "Ulstermore," one of its best ships.

William Johnston & Co., Limited, of London, owners of this line, have offices in the Boston Chamber of Commerce. Mr. C. C. Patterson is the Boston agent of the line, and Mr. J. Wylde is resident agent. Its

London vessels load and discharge at the New England and Boston & Albany Railroad docks, and its Hamburg vessels at the New England Railroad and Mystic or Boston & Maine wharves.

The Allan Line, of H. & A. Allan, has maintained a regular service between this port and Glasgow since 1876. It has steamships employed in this service of about 3,000 tons each, as a fortnightly service. In winter the service is weekly, or according to the business. From

Glasgow they carry freight and passengers, and touch at Londonderry and Galway. Returning (westward), freight only is carried by them. They land here at the Mystic docks of the Boston & Maine Railroad Company. The



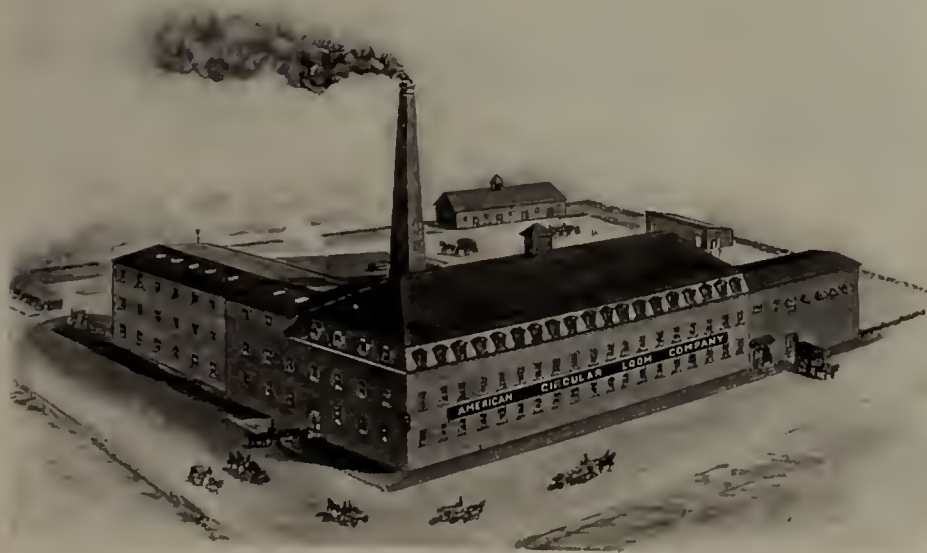
THOMAS F. SWAN.

Wholesale and Retail Dealer in Wall Papers, Paper-hangings, Borders, Mouldings, etc., 12 Cornhill.



JOSEPH WM. SMITH,

Of Joseph Wm. Smith & Co., 109 Kingston Street, a Manufacturer of Specialties in Medium and High Grade Suspenders, Shoulder Braces, etc., for nearly thirty years. Of those in the trade in the United States when he commenced he is the only one left.



PLANT OF THE AMERICAN CIRCULAR LOOM COMPANY.

Manufacturers of Patent Flexible Conduits for Electrical Wiring. Station H, Boston, Mass.



OFFICE OF THE AMERICAN CIRCULAR LOOM COMPANY.

Manufacturers of Patent Flexible Conduits for Electrical Wiring. Station H, Boston, Mass.



WALTER C. MARTIN,
Of James Martin & Son, Awning,
Tent, and Flag Makers, etc., 87
to 97 Richmond Street.



THE LATE JAMES MARTIN.
Founder of the business of James
Martin & Son, Awning, Tent,
and Flag Makers, etc., 87 to 97
Richmond Street.

office is at 92 State street. Mr. Bryce J. Allan, one of the firm, is resident here.

This is one of the oldest and largest of the great transatlantic lines. It was founded in 1815 as a packet line in the Glasgow-St. Lawrence trade. Its founder, Capt. Alex. Allan, had been suc-

cessfully engaged in carrying war stores for Wellington in Portugal. His son was Sir Hugh Allan, under whom the steamship business was developed. It has carried the Canadian mails since 1853, and is the principal line still in the trade between Quebec and Montreal and London, Liverpool, and Glasgow. It has lines also to Portland, Me., Philadelphia, and New York, and to South America.

It has a fleet of thirty-one steamships, ranging from 2,000 to 5,500 tons each. One of the finest of these, the "Parisian," is shown in the engraving on page 113.

The Wilson Line of steamers is owned by Messrs. Thomas



EDWIN W. COX,
Of Pierce & Cox, Plumbers and
Manufacturers of and Dealers in
Plumbers' Materials, 143 Kingston
Street, who executed plumbing of
the Carter Building, Devonshire
Building, Bowdoin Square Theatre,
Trinity Court, Reformatory for
Women, Sherborn, Mass., etc.;
also of the residences of Hon.
C. F. Sprague, ex-Secretary Endi-
cott, Miss A. B. Cary, Gerard
Bement, and Benjamin Lombary.



WILLIAM LAMPRELL,
Of Lamprell & Marble, Flags, Deco-
rations, Tents, Awnings, etc., 357
Commercial Street. Established
by Simon Lamprell & William
Marble, 1853. William Lamprell,
their successor, has had the de-
signing and execution of the work
of the house for twenty years.



JAMES MARTIN & SON. Factory and Salesrooms,
87 to 97 Richmond Street.
Manufacturers of and Wholesale and Retail Dealers in Awnings,
Tents, Flags, Sails, and Horse Goods. Established 1838.



ESTABLISHMENT OF JOHN S. WILLIAMS, 18 Federal Street.
Harness Manufacturers' Supplies, Blankets, Robes, Whips, etc. Established 1864.



GEORGE W. PERRY,
Of J. P. Perry & Co., Gas and Steam-
pipe Fittings and Fixtures and
Plumbing, 123 Devonshire Street,
Rialto Building.



J. P. PERRY,
Of J. P. Perry & Co., Gas and Steam-
pipe Fittings and Fixtures and
Plumbing, 123 Devonshire Street,
Rialto Building.

Wilson Sons & Co., Limited, of Hull, England, said to be the largest private ship owners in the world. This line has a fleet of over ninety steamers, about twenty-seven of which are engaged in the American trade, *i.e.*, between Boston, New York, and

Hull, New York and London, New York and Antwerp, and New York and Newcastle. The lines operating from Boston and New York to Hull connect there with Wilson Line steamers sailing to all

the principal ports in the North, Baltic, and Mediterranean Seas, and also East Indian and South African ports. By means of interior rail connections on both sides of the water they are enabled to quote through rates



WILLIAM H. MITCHELL,
Of William Lumb & Co., Plumbers,
16 Province Street and 1 Province
Court. Established 1848. Em-
ploy ninety persons.



WILLIAM LUMB,
Of William Lumb & Co., Plumbers,
16 Province Street and 1 Province
Court. Oldest practical plumber in
either England or America. Estab-
lished 1848. Employ ninety persons.



WORKS OF E. VAN NOORDEN & CO., 383 and 385 Harrison Avenue.
Metal Roofers, Manufacturers of Copper Work, Cornice Skylights, and Metallic Archi-
tectural Work generally. Established 1873. Employ eighty-five hands.



INTERIOR VIEW E. VAN NOORDEN & CO., 383 and 385 Harrison Avenue.
Metal Roofers, Manufacturers of Copper Work, Cornice, etc., for buildings.
Established 1873. Employ eighty-five hands.

to nearly all interior European and United Kingdom cities. The steamers of the Boston line at present discharge and load at both the New England and Boston & Maine Railroad terminals. Their freight capacity ranges from 3,000 to 5,000 tons.



M. J. CAMPBELL,
Of P. J. Campbell & Sons, Stone Contractors. Member Master Builders' Association; Inventor and Patentee Campbell Stone Planer, which was awarded gold medal by the Mechanics Association, 1895.

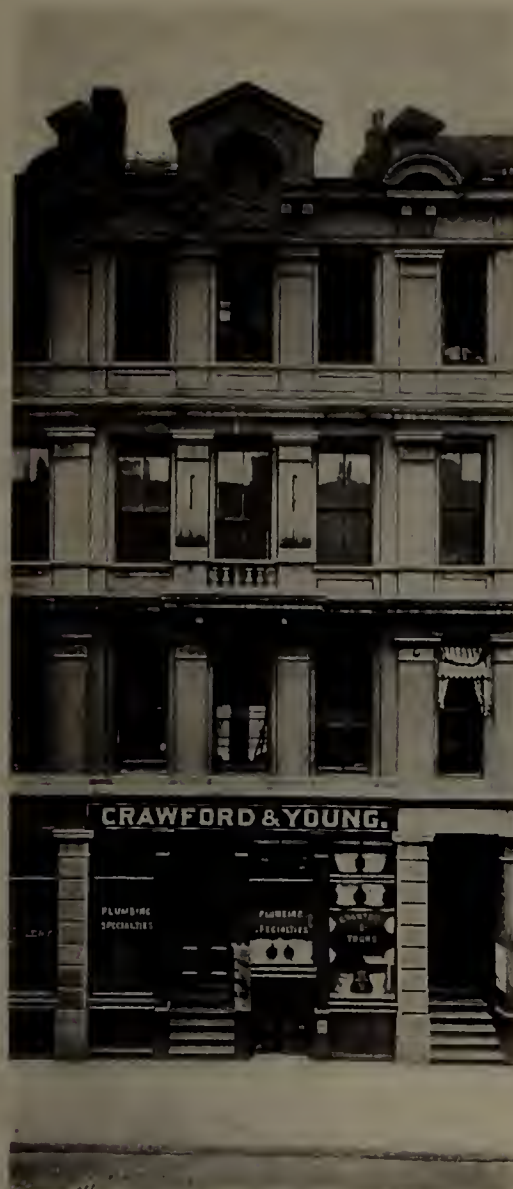


W. A. MURTFELDT.
Contractor for Gravel, Slate, and Metal Roofing, Artificial Stone Walks and Drives, Asphalt Roofing and Floors, etc., 192 Devonshire Street.

Numerous tramp steamers come here with freights and for charters, and there are lines plying in the Spanish and Sicilian fruit trade.

The North German Lloyd, White Star, Compagnie Générale, Mediterranean, and other prominent lines sailing from New York, also have agencies established here for freight and passenger business.

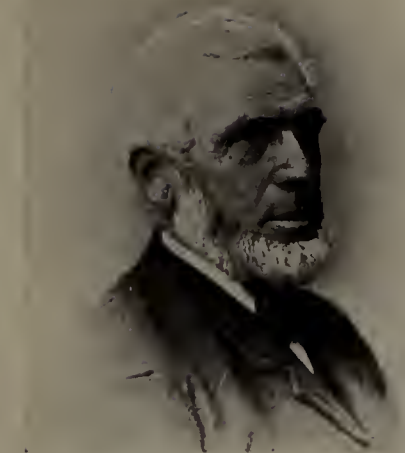
The vessels employed in these regular transatlantic lines are of large tonnage, the Leyland especially so. Their size and the character of the trade, in large part, as has been said, the



CRAWFORD & YOUNG, 224 Franklin Street.
Plumbers (established 1889) and Manufacturers of Plumbing and Sanitary Supplies. Specialty: their own system of Drainage and Local Ventilation.



HENRY P. NAWN.
General Contractor and Quarryman,
82 Savin Street, Roxbury.



THE LATE HUGH NAWN.
General Contractor and Quarryman,
of Roxbury.

transshipment of Western and Southern products, call for superior dock and harbor accommodations.



YARD AND TEAMS OF HENRY P. NAWN, Contractor, 82 Savin Street, Roxbury.



J. T. GORE,
Of H. Gore & Co., Pavers and Street
Railway Contractors, 54 Kilby
Street.

In the first-named particular the provisions made, through the enterprise of the railroad companies, which have acquired and improved large extents of water frontage here, are eminently satisfactory. As to the other, the port is somewhat deficient, but steps have been

taken to improve it. The docks provided for these large ocean steamers, which now carry most of the foreign commerce of the city, are in Charlestown, South and East Boston. The old wharves on the city front proper are in use now mainly by the coastwise steamers, excursion boats, tow-boats, fishing vessels, and the fleet of sailing vessels, coasting and deep-water, that remains. Here and there, as at Constitution wharf, and the Fort Point Channel wharves of the Boston Wharf Company and others, an occasional foreign steamship is discharged.



A. D. GORE,
Of H. Gore & Co., Pavers and Street
Railway Contractors, 54 Kilby
Street.

The Cunard Company has its own docks at East Boston. The other regular lines come to the railroad wharves of the Boston & Maine, Fitchburg, Boston & Albany, and New England Railroads, to which tracks of these roads run, so as to bring



THE LATE H. GORE,
Of H. Gore & Co., Pavers and Street Railway Contractors, 54 Kilby Street.

maintains the Hoosac Tunnel docks in the Charlestown district, with a 600,000-bushel elevator as part of their equipment.

The Boston & Albany Railroad has the Grand Junction wharves, East Boston. Here there is a 1,000,000-bushel elevator.

The New York & New England docks, at South Boston, in which the New York, New Haven, & Hartford (Old Colony system) is also interested, embrace, with the terminal facilities of sheds and tracks there, 103 acres. Here there is an elevator of something over 500,000 bushels capacity.

These docks are spacious, have ample depth of water for the largest vessels, and every modern convenience for loading and

rail and ship together, and enable goods to be transhipped at the least possible expense.

The Boston & Maine Railroad Company's docks, known as "Mystic Wharf," are in the Charlestown district of the city. Here there is a grain elevator of 1,800,000 bushels capacity, coal-hoisting works, and stock pens for the cattle trade.

The Fitchburg



O. J. GORE,
Of H. Gore & Co., Pavers and Street
Railway Contractors, 54 Kilby
Street.



F. S. GORE,
Of H. Gore & Co., Pavers and Street
Railway Contractors, 54 Kilby
Street.

discharging. They are frequented by numerous other craft, sail and steam, besides those of the regular lines referred to.

Boston harbor is a deep inlet of Massachusetts Bay, of above seventy-five square miles area. Its entrance is protected by bold headlands and by some forty islands. It receives the waters of three rivers—the Mystic, Charles, and Neponset—and of several estuaries, the most important of which is Fort Point Channel, separating South Boston from the city proper. The harbor narrows between East Boston and the



POWER PLANT FOR THE PORTLAND RAILROAD COMPANY, Portland, Me.
Designed by Sheaff & Jaastad, Engineers, 85 Water Street, Boston.

tensive areas of suitable anchorage ground for vessels of all classes,—in Nantasket Roads 1,700 acres, in President Roads 1,000 acres,—and sea room in the upper harbor, at the city, for vessels to lie in the stream.

The entrance from the sea is by a ship channel 23 feet deep at low water and 33 feet high tide, and 625 to 2,000 feet wide. The improvements under way by the general government are designed to add four feet to its minimum depth, and to give it a least width of 1,000 feet. With the increasing size of



ENGINE-ROOM POWER PLANT PORTLAND RAILROAD COMPANY, Portland, Me.
Sheaff & Jaastad, Engineers, 85 Water Street, Boston.

city to the width of perhaps one and one-half miles, and has deep water into, though not beyond, the mouths of the Charles and Mystic and for a considerable distance inside Fort Point Channel. It contains ex-



BOILER-ROOM POWER PLANT PORTLAND RAILROAD COMPANY, Portland, Me.
Sheaff & Jaastad, Engineers, 85 Water Street, Boston.

steamships in the transatlantic trade, and the growing maritime business of the city generally, this channel has been found insufficient, particularly so in width.

Numerous expedients to remedy this state of affairs have been proposed,—the cutting of a new channel from President Roads out through Broad Sound to the sea for one, and through the efforts of the Chamber of Commerce and other commercial organizations of the city a continuous contract to provide for the early completion of the work now under way was authorized at the last session of Congress and a survey of the proposed Broad Sound channel ordered. If the proposed new channel is found to be feasible, efforts will be made to secure an appropriation for beginning the work at the next session of Congress.

The following additional details are from the Chamber of Commerce report. The harbor is one of the safest and best in the world. It is protected, free



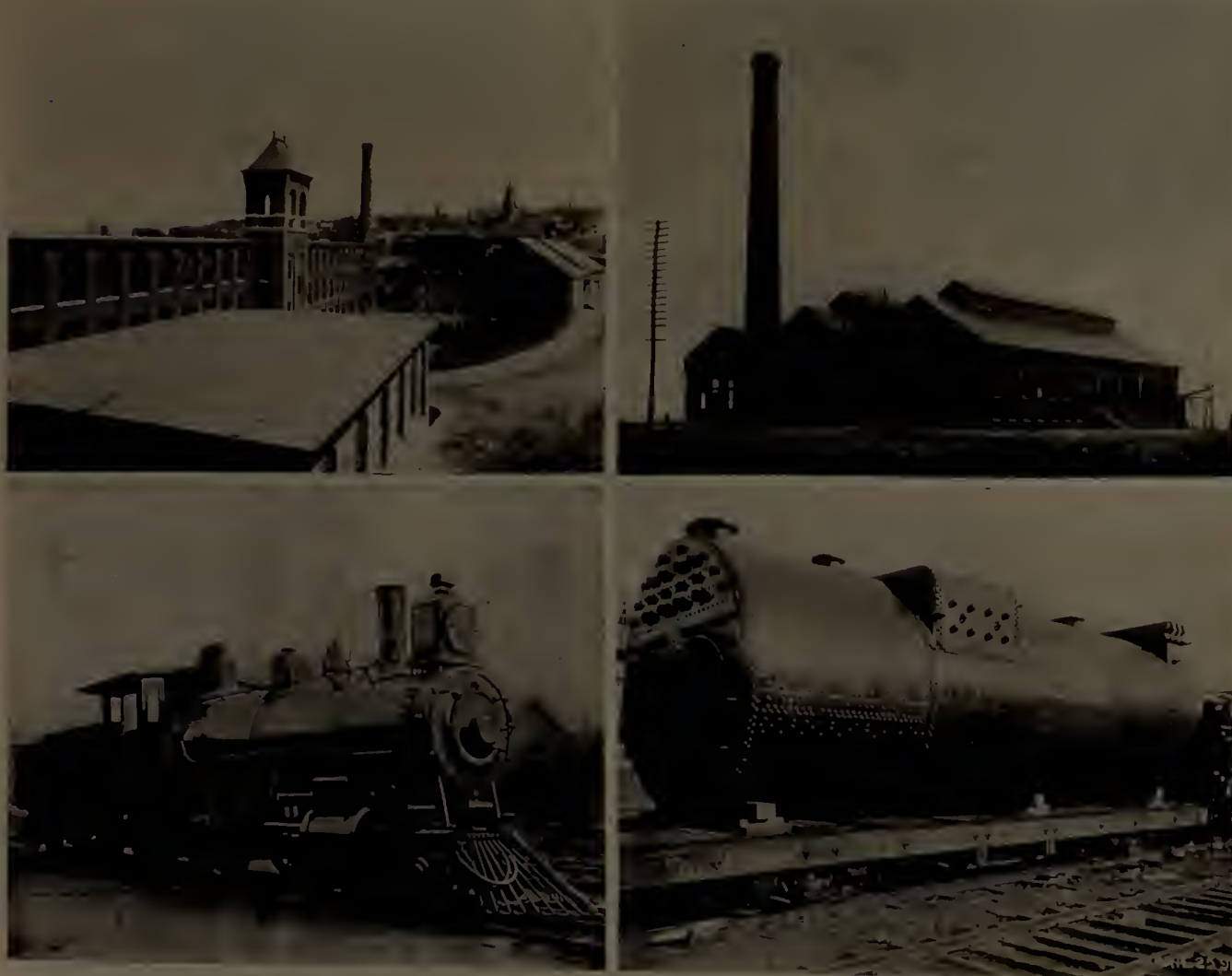
EDWIN D. CHAPLIN.

President of the Chaplin Company, Electrical, Mechanical, and Chemical Engineers, Myrtle Avenue, Cambridge, Mass.



HENRY G. HALLORAN.

Vice-President and Treasurer of the Chaplin Company, Electrical, Mechanical, and Chemical Engineers, Myrtle Avenue, Cambridge, Mass.



COMBINATION VIEW OF THE WORK OF DEAN & MAIN, Mechanical Engineers, 1112 Exchange Building.
Textile Mills, Electric Light and Power Stations, Boilers, Compound Locomotives, etc., designed by and built under their supervision.

from ice in winter, safe at all seasons, well lighted and buoyed. Ships of the largest capacity can discharge at the wharves. The wharfage front is seven miles long below bridges, twelve miles long above them. There are two pilot stations, one off Boston Light (the inner station), the other off Cape Cod. Foreign pilotage is compulsory inward and for over 350 tons outward. Rates range from \$1.65 a foot for seven feet draft up to \$5 for twenty-five feet. Towage is



S. H. WOODBRIDGE.

Specialist in and Lecturer on Heating and Ventilation and Sanitary Architecture, 85 Water Street. Professor in Mass. Inst. of Technology. Engaged in the profession fifteen years. Employed on Individual, Corporate, Municipal, State, and National work of important character, ranging from dwellings to the Capitol at Washington.

\$15 to \$50, varying with the size of the vessel and distance.

Vessels pay no wharfage or dockage while discharging or loading. Dockage is one-half cent per register ton per day, and less where vessels lie any length of time.

Shippers pay grain elevation. Coastwise coal passing bridges pays three cents per ton charges. Stevedores' freights for general cargoes are thirty-five to forty cents per forty cubic feet discharging; forty cents per forty cubic feet loading; coal, iron, sugar, wool, hemp, etc., as per regular schedule. Commissions for general charters are five per cent., coal



J. E. FEELEY, Artesian Well Borer, 17 Congress Street,
Drilling a six-inch well for the town of Belmont, N.H.



ERIE CITY IRON WORKS, Erie City, Pa.

Established 1840. Capital, \$1,000,000; capacity, 300 steam-boilers and 150 steam-engines a month. Constructed from plans by and under the supervision of William O. Webber, 84 Mason Building, Boston.

and iron coastwise two and one-half per cent.

Towing, lighterage, salvage, and wrecking facilities are amply provided the port,—towing by the

Boston, Commercial, Doane, Sprague, Union, and other towboat companies. The Commercial is the oldest; Joshua Lovett is its president; James Woolley, agent and treasurer. It has seven towboats, — three for ocean and four for harbor service, — and is now handling fourteen coal barges. It is equipped also for marine fire service and wrecking. Its landing is Commercial wharf, North pier.



"ECLIPSE" WINDMILL OF THE CHARLES J. JAGER COMPANY, 174 High Street, Boston.

Dealers in Windmills and Water-supply Materials. Warehouses and Shops, Lynnfield Centre, Mass.



BENJAMIN F. HUNT, JR.,
Of Benjamin F. Hunt & Sons, Manu-
facturers of China, 95 Pearl Street.

The Boston Towboat Company has a fleet of no less than sixty-seven craft, and is established in New York, Philadelphia, and Baltimore, as well as here. It is largely engaged in the towing of coal. It has two steamers of 5,200 tons joint capacity, and sixteen coal barges of 24,000 tons capacity, or 30,000 tons nearly, in all. It has six ocean and five harbor tugs, seventeen coal and seven merchandise lighters, three wrecking and five grain lighters, three grain barges, two coal hoisters, and one floating derrick. Its landing is at Lewis wharf.

The storage facilities of the port are ample. The warehouse business is subject to license. The Atlas stores of the Boston Wharf Company, Constitution warehouse, the National dock, Fiske's warehouse, Lombard's stores, and others are

provided with every facility for the business.

The water front of the city is in large part reclaimed tide land. Two corporations have played an important part in these reclamations, — the Boston Wharf Company and East Boston Company.

The East Boston Company, organized in 1833, owns extensive



SHOWROOMS BENJAMIN HUNT & SONS, 95 Pearl Street.
Manufacturers of China. Fine Decorated Carlsbad China, suitable for Department Stores, a specialty.



PRIEST, PAGE & CO., 145 Franklin Street.
Henry A. Priest, established 1873. Agents for the Benjamin Atha & Illingworth Company, Cast Steel, and the Howe Scales, of the Howe Scale Company.



WAREROOMS OF THE E. C. MORRIS SAFE COMPANY,
64 Sudbury Street.
Manufacturers of Safe, Vault, and Deposit Work. Factory, Readville, Mass.



OSCAR A. SHEPARD,

Of Shepard & Samuel, Wooden and Willow Ware, 83 and 85 Commercial Street.



HENRY SAMUEL,

Of Shepard & Samuel, Wooden and Willow Ware, 83 and 85 Commercial Street.

flats and tide lands now forming the southern harbor line of East Boston.

Under its charter the company was empowered to construct wharves, buildings, and other facilities for manufactures and shipping. The Cunard docks, Boston & Albany, and Boston

& Maine, and Lynn & Revere Beach Railroad lines are upon the original tract of this company. It owns at present property valued at \$800,000.

The Boston Wharf Company is one of the largest owners of realty, and one of the largest taxpayers in the Commonwealth, and having been incorporated in 1836, it is also one of the oldest companies in the State. It owns, absolutely free from any incumbrance, some two and a half million feet of land located upon Fort Point Channel, and traversed by Congress street, Mt. Washington avenue, the other wide and commodious streets, largely covered by substantial factories and private warehouses, close to the heavy business part of the city and Boston Post Office.

This property has a water front of over half a mile, and is intersected by railroads. A very large warehouse and storage business is done by this company, and it has a long list of tenants,



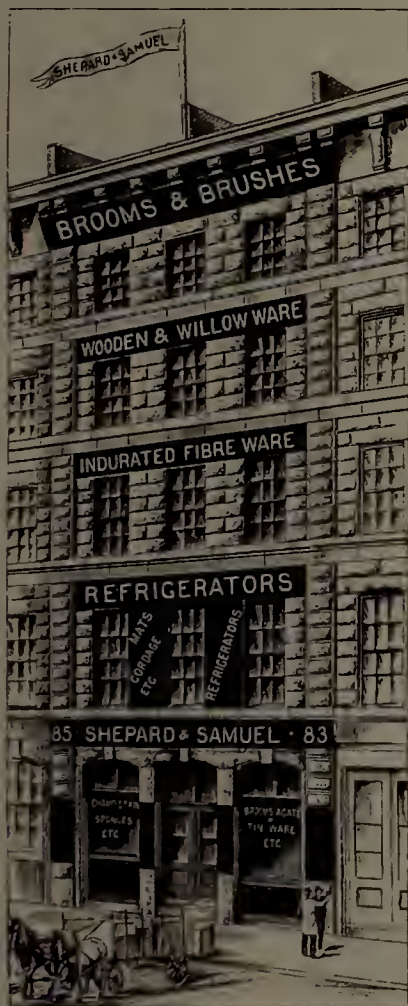
H. C. PINDAR.

Originator of the Typewriter Inspection Business, and Manager of the Boston Typewriter Inspection and Supply Company, 19 Pearl Street.



HORACE PARTRIDGE,

Of the Horace Partridge Co., Wholesale Dealers in Fancy Goods, 55 Hanover Street; and in Sporting Goods, at 335 Washington Street.



SHEPARD & SAMUEL.

Jobbers of Brooms, Wooden and Willow Ware, 83 and 85 Commercial Street.



SALESROOMS GEORGE H. RICHTER & CO., 92 Franklin Street.

Dealers in and Manufacturers of Modern Labor-saving Office Devices and Furniture.



J. C. PEARSON.

President of the J. C. Pearson Company, Nail Manufacturers.



H. K. PORTER.

Manufacturer of Bolt Clippers, Electric Wire Cutters, Bicycle Stands, etc., 66 Beverly Street.

comprising the most substantial business firms in the city. The company has a capital of \$1,000,000, and a surplus of \$1,536,000 (at last accounts), making its assets, on the basis of the city's assessment, more than two and

a half million dollars, with no debts. Its buildings are valued at \$600,000 in round numbers.



CHARLES W. KING,

Of King & Knight, Pumps, Hose, etc., 31-35 Wendell Street.



WILLIAM R. KNIGHT,

Of King & Knight, Pumps, Hose, etc., 31-35 Wendell Street.

The present officers of the company are as follows: Edwin F. Atkins, President; Charles Theodore Russell, Vice-President; Joseph B. Russell, Treasurer and Executive Manager; Charles Lowell, Clerk; and Lewis C. Melcher, Superintendent. The general office of the company is at 114 State street, Boston.

Public ownership of the wharves and docks is a mooted project here, which has not as yet received extensive consideration. A State commission of three members appointed lately, known as the State Board of Docks and Terminal Facilities, has jurisdiction now in a general way, and will investigate and report upon the matter.

Woodward Emery is chairman of this commission, Clinton White (also a director of the Chamber of Commerce, page 91) is the secretary.



O. M. WHITMAN & CO., 82 and 84 Boston Street, South Boston.
Manufacturers of Whitman's Improved Grocers' Refrigerators.



KING & KNIGHT, 31-35 Wendell Street.

Pumps, Hose, Lawn Sprinklers, Hose Reels, etc. "Simplex" Hose Coupling a specialty.

COASTWISE SHIPPING OF THE PORT.—REGULAR STEAM LINES SOUTHWARD TO NEW YORK, PHILADELPHIA, BALTIMORE, AND SAVANNAH, AND NORTH TO MAINE AND THE MARITIME PROVINCES.—LOCAL LINES.—WEST INDIAN BUSINESS.—SAILING VESSELS.

THE coasting business of Boston is vast. It employs about twenty regular steam lines, and a fleet of sailing craft whose name literally is legion.

Seven steam lines, including the one lately added, the Clyde Line, run south from this port to American ports of the Atlantic, and one regular line south direct to the West Indies. Seven lines also run north to the coast of Maine and maritime Canada. Three or four lines are engaged in the trade with seaside resorts and near-by coast cities. These permanent lines are described in the sketches that follow.

The Boston Fruit Company, steamship agents, and growers



CALVIN AUSTIN.

General Superintendent Boston & Bangor Steamship Company, Foster's Wharf.

and importers of tropical fruits, operates with a fleet of six ships, — four in the Boston service of the company, plying regularly between this city and Jamaica, and one each from Baltimore and Philadelphia, to Jamaica.



STEAMSHIP "GATE CITY," New England & Savannah Steamship Company.

Sailing every Thursday for Savannah *via* Philadelphia, from Lewis Wharf.
Richardson & Barnard, Agents, 20 Atlantic Avenue.



STEAMSHIP "BOSTON," Yarmouth Line to Yarmouth, N.S.
John G. Hall & Co., 65 Chatham Street, Agents at Boston.

In the Boston line of this company are four chartered ships, the "Brookline," "Barnstable," "Ethelred," and "Ethelwold," of about 1,300 tons each. Among vessels frequenting this port they are conspicuous by reason of their handsome model and spruce appearance. They are new, painted white, like the famous naval squadron, and are modern in equipment and conveniences. The "Brookline" and "Barnstable" are fitted up for passenger service with accommodations of the very best for twenty-five persons on each. In summer two ships a week are advertised for Port Antonio, Jamaica, and

Port Morant, and in the winter, one. They sail from the company's landing here, south side of Long wharf. The passage is about 1,600 miles. It takes usually about five days. Round trips are sold, and the tour is rapidly growing in favor.

The company's principal business, however, is, as its name implies, the fruit trade. It is the owner of plantations in Jamaica, on which it



ROWE'S WHARF, Landing of the Summer Excursion Boats.

raises large quantities of bananas and other tropical fruits. In 1895 it brought to Boston seventy-six cargoes, embracing 1,226,260 bunches of bananas, 2,366 boxes and 1,193 barrels of oranges, and 4,344,000 coconuts. This was nearly all sold at private sale by the company to Boston dealers for New England consumption. Fully two-thirds of the banana supply of this market is provided by this company.

The company is incorporated with \$500,000 capital, and has at present a surplus of \$1,250,000. It is successor to a partnership established in the eighties. L. D. Baker is the president and manager of its tropical division; A. W. Preston, manager of the Boston division.



SHEDS OF THE METROPOLITAN LINE OF NEW YORK STEAMSHIPS, India Wharf, Atlantic Avenue.



METROPOLITAN LINE OF NEW YORK STEAMSHIPS, India Wharf. Steamships "H. M. Whitney" and "H. F. Timock," and barges alongside.



NEW STEEL STEAMSHIP "LA GRANDE DUCHESSE," Canada, Atlantic, and Plant Line. 5,000 tons, 7,000 horse-power. Accommodations for 700 passengers. One of the finest American craft afloat. Has the very latest improvements and conveniences, and is designed as an auxiliary cruiser.

The Canada, Atlantic, and Plant Line, operating with three splendid steamships between Boston and the maritime provinces of Canada, is a part of the celebrated Plant system, which system is formed of vast transportation, hotel, and land interests lying chiefly in the Southern States. Its railway interests cover lines traversing South

Carolina, Georgia, Florida, and Alabama, with a total mileage of 1,941. These rail lines touch the principal cities of the South Atlantic States. They traverse the most fertile and best regions of the South, and open up this



NEW STEAMER "MYLES STANDISH," Nantasket Beach Steamboat Company. Landing at Rowe's Wharf, Atlantic Avenue.



STEAMSHIP "ST. CROIX," INTERNATIONAL STEAMSHIP COMPANY, 2,000 tons. Boston to St. John, N.B., via Portland, Eastport, and Lubec, Me. Line established 1860. E. A. Waldron, General Agent, Commercial Wharf, Boston. J. B. Coyle, Manager, Portland, Me.

prosperous section, through excellent connections, to all quarters of the republic.

The steamship lines of the system are the Canada, Atlantic, and Plant Line, with its fine steamships between Boston and the maritime provinces of Canada; the Plant Steamship Line, with luxurious steamships plying regularly between Port Tampa, Fla., Key West, and Havana, Cuba, and also between Port Tampa and Mobile, Ala.; several minor lines over rivers in Georgia and Florida and along Tampa Bay; and Plant Line ships between Port Tampa and Jamaica during the winter.



J. D. LOFTUS,
Of J. D. Loftus & Co., Manufacturers of Pure Medicinal Cod Liver Oil. Office, 191 Atlantic Avenue, Boston. Factory at Chelsea.

The hotel system consists of six of the most attractive winter hotels in Florida, which in recent years have brought that region of the Peninsular State known as the "West Coast" into



LORENZO RICHARDSON,
Of L. Richardson & Co., Manufacturers of and Dealers in Pure Medicinal and all grades of Cod Liver Oils, 176 Atlantic Avenue.



WHARVES AND FISH CURING AND PACKING HOUSE OF GEORGE PARKER, East Boston.

Importer and Smoker of Domestic and Foreign Bloaters. Curing House, 388 to 394 Maverick Street. Mackerel Packing House, foot of Marginal Street.



"T" WHARF. WHOLESALE FISH MARKET OF BOSTON.

The "T" Wharf Fish Market Corporation (New England Fish Exchange) has its headquarters here, and a fleet of North Atlantic fishing craft, numbering three hundred, discharges at this dock, making Boston the largest fish market in the world. Here also is the Fisheries and Marine Museum of John R. Neal & Co.

great popularity among the tourists, health and pleasure seekers who throng Florida in the winter season: the "Tampa Bay" hotel at Tampa, Fla., and the "Inn" at Port Tampa; the "Bellevue," a new one, at Clearwater Harbor, Fla.; the "Seminole," Winter Park; the "Tropical Hotel," at Kissimmee; and the "Ocala House," at Ocala, Fla. The land interests of the system embrace more than a million acres in Florida, in the richest and best regions of the State. H. B. Plant, President, New York; M. F. Plant,



GEORGE PARKER.
Fish Packer, 388 to 394 Maverick Street, East Boston.



HENRY STAPLES POTTER,
Of Potter & Wrightington.



CHARLES W. WRIGHTINGTON,
Of Potter & Wrightington.

winter, two a week. A morning departure from both terminals makes this a day route. J. B. Coyle, Portland, Me., is manager of this company; E. A. Waldron, Commercial wharf, Boston agent.

Second Vice-President, New York; B. W. Wrenn, Passenger Traffic Manager, Savannah; D. P. Hathaway, Manager of Hotels; George Fox, Sanford, Fla., Chief Clerk Land Department, — direct these varied interests.

The International Steamship Company, established 1860, has three fine boats in the route from Boston to St. John, N.B., *via* Portland, Eastport, and Lubec, Me.: the "State of Maine," 1,600 tons; "Cumberland," 1,700; and "St. Croix," 2,000. The company's summer schedule shows a boat every day; in spring, three times a week; in



ALBERT S. CASWELL.
Head of the firm of Caswell, Livermore, & Co., Wholesale Salt, Pickled and Smoked Fish, 416 to 428 Atlantic Avenue.

The Yarmouth Steamship Company, a Canadian corporation with a capital of \$342,000, operates the Yarmouth line between Boston and the port of Yarmouth, N. S., with the steamers "Boston" and "Yarmouth." This line connects with all Dominion railways, and boats for Halifax and the Gulf of



FACTORIES, WHARVES, AND WAREHOUSES OF POTTER & WRIGHTINGTON.
Canned Goods, Fish and Cereal Packers, East Boston Offices, 60 Commerce Street and 89 South Market Street, Boston.



BIRD'S-EYE VIEW OF THE PLANT OF CASWELL, LIVERMORE, & CO.
Wholesale Salt Fish Dealers and Packers, 416 to 428 Atlantic Avenue.



H. CLEVELAND BEACH.
President of the Beach & Clarridge Co.,
Manufacturers of Soda Water Pre-
parations, Flavoring Extracts, and
Fruit Juices, 52 to 58 Eastern Avenue.



GEORGE F. CLARRIDGE.
Treasurer of the Beach & Clarridge Co.,
Manufacturers of Soda Water Pre-
parations, Flavoring Extracts, and
Fruit Juices, 52 to 58 Eastern Avenue.

St. Lawrence and Prince Edward Island. J. F. Spinney, Lewis wharf, is the Boston agent of this line.

The Société St. Pierraise de Navigation à Vapeur, a French line, runs a steamer once a month between

this port and the French mid-Atlantic fishing station of St. Pierre, Miquelon Islands, touching at Halifax, N.S., *en route*.

The Metropolitan Steamship Company, the outside line to New

York, gives its attention exclusively to freight traffic, as a direct water line, bringing shipments through without breaking bulk or rehandling. It has a fleet of six boats, ranging in size from 1,850 to 2,700 tons, two of which are shown in the accompanying engraving. Another cut herewith illustrates its commodious dock and landing facilities at India wharf, Atlantic avenue, foot of India street, where its Boston offices also are situated.

This fleet consists of the "H. M. Whitney," "H. F. Dimock," "Herman Winter," "General Whitney," "Glaucus," and "Neptune," one or more sailing from Boston Mondays, Wednesdays, and Saturdays, and from New York, Pier 11, North River, Tuesdays, Thursdays, and Saturdays. At New York connections are made with all foreign lines. Through bills are given over all Southern and Western railroad lines, and through rates quoted and made on all business, rail or sea, for Vermont, New Hampshire, Maine, and the Provinces.



WILLIAM UNDERWOOD.
Founder of the William Underwood
Company, Canned Goods, 52 Ful-
ton Street.



WILLIAM J. UNDERWOOD.
President of the William Underwood
Company, Canned Goods, 52 Ful-
ton Street.



FACTORY OF THE BEACH & CLARRIDGE COMPANY.
Manufacturers of Flavoring Extracts, Fruit Juices, Soda
Water Preparations and Supplies, 52 to 58 Eastern Ave.



CHARLES S. GOVE.
Of Charles S. Gove & Co., Manu-
facturers of Soda Water, Syrups,
Tonics, Ginger Ale, Mineral
Waters, Ottawa and Root Beer,
and Bottlers of American Ale and
Porter, Bass & Co.'s Ale, London
Stout, New York Lager, Cham-
pagne Cider, etc.



ALEXANDER P. KELLEY,
Of Charles S. Gove & Co., Manu-
facturers of Soda Water, Syrups,
Tonics, Ginger Ale, Mineral
Waters, Ottawa and Root Beer,
and Bottlers of American Ale and
Porter, Bass & Co.'s Ale, London
Stout, New York Lager, Cham-
pagne Cider, etc.



THE LATE E. S. COWDREY,
Of the E. T. Cowdrey Co., Preservers
and Importers of Table Delicacies,
etc., 44 South Market Street.

H. M. Whitney, a well-known capitalist of this city, largely interested in coal mines, street railroads, and gas projects, etc., is president and the company's agent here; H. F. Dimock, at New York. The company was organized in 1866, and reorganized in 1884. It is a Massachusetts corporation, with \$500,000 capital.

The Sound lines to New York, engaged mainly in the passenger and express business in connection with the New Haven system of railroads, are referred to in the chapter on the transportation facilities of the city (New York, New Haven, & Hartford Railroad), page 160.

The Boston and Philadelphia Steamship Company has a fleet of six fine boats, making regular passages between Boston and Philadelphia, and between Providence, Fall River, and Philadelphia. It has three boats on the Boston and Philadelphia route, and two on the other. They are fine new iron craft, ranging from 1,200 to 1,700 tons.

The steamers "Indian,"

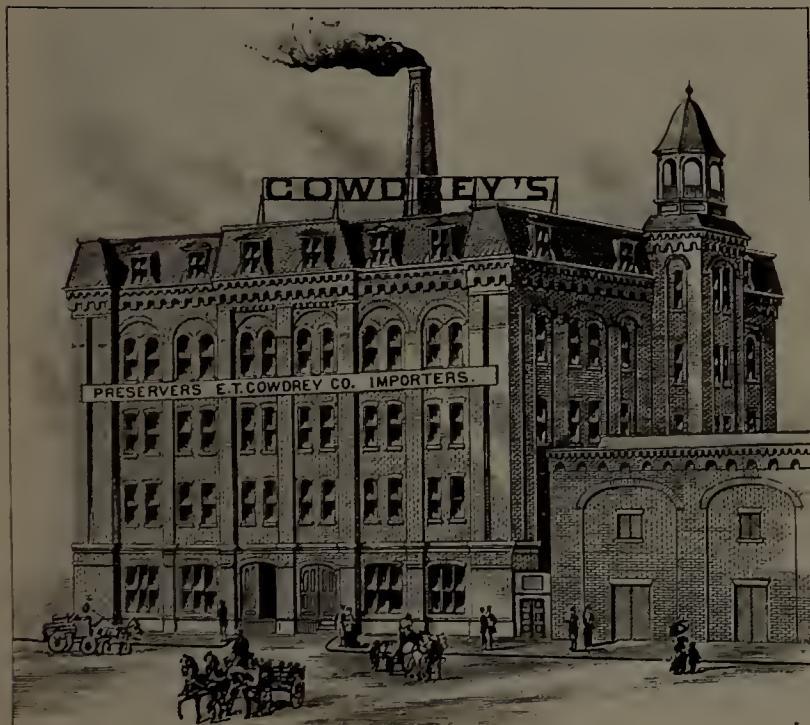


THE LATE J. H. W. HUCKINS,
Of J. H. W. Huckins & Co., Hermetically Sealed Soups, etc., 18,
20, and 22 Waterford Street.
Established 1855.

"Parthian," and "Spartan" are the Boston boats of this line. They leave Boston from Central wharf, south side, Wednesday and Saturday, at 3 P.M., and are due in Philadelphia in about forty hours. They carry both freight and passengers, but passengers chiefly.



HENRY A. JOHNSON,
Of H. A. Johnson & Co., Manufacturers of and Dealers in Bakers' and Confectioners' Supplies, 222 and 224 State Street.



OFFICE AND WORKS OF THE E. T. COWDREY CO.
Jellies, Preserves, Canned Goods, Pickles, Sauces, etc., Charles River
Avenue, Charlestown. Sales Departments, 44 South Market Street.



BUILDING OCCUPIED BY H. A. JOHNSON & CO.,
222 and 224 State Street.

Manufacturers of and Dealers in Bakers' and Confectioners' Supplies.

Their route takes them down Boston Harbor, past Long Island and Boston Light, and in full view of Minot's Ledge; past Cape Cod Highlands into Martha's Vineyard Sound, thence past Oak Bluffs, Block Island, Montauk Point, Barne-gat, Atlantic City, and Cape May, and finally up the scenic Delaware to the City of Brotherly Love. The fare provided is excellent and the accommodations good. Excur-sion tickets are sold. This line was established in 1852. The parties interested are the same as those of the Boston Tow-boat Company. F. D. Wing, Cen-



F. P. ADAMS & CO., 280 Dover Street. — Olive Packing Department.
Fruit Packers and Preservers and Manufacturers of
Flavoring Extracts.

the connections established, rail and water, by which it is enabled to give continuous passage and through bills of lading to and from all points south of Mason and Dixon's line.

In the Boston division of this line four boats, the "How-ard," "Fairfax," "Gloucester," and "Essex," are in service. They ply between this city and Baltimore, touching *en route* at Norfolk, Va., and Newport News. They leave Boston on Tuesdays, Thurs-days, and Saturdays at 2 P.M.; Baltimore the like day of the week and hour; and touch at



F. P. ADAMS & CO., 280 Dover Street. — Jam Department.
Fruit Packers and Preservers and Manufacturers of Savarin's
Famous Salad Cream.

tral wharf, is the com-pany's Boston agent.

The Merchants & Miners Steamship Com-pany of Baltimore, cov-ering the Atlantic coast from Boston to Savan-nah, has its landing here, at Battery wharf, with A. M. Graham as its agent. It is an old company, established before the war, with a fine fleet of eleven ves-sels, varying from 2,000 to 3,000 tons, and with



F. P. ADAMS & CO., 280 Dover Street. — Jelly Department.
Fruit Packers and Preservers and Manufacturers of
Pure Maple Syrup.

Norfolk and Newport News Monday, Wednesday, and Friday.

Connections are made with the company's Savannah line (from Baltimore) at Norfolk, and with all railroad lines at ports of call. Cotton, indeed, and Southern products contribute largely to the company's traffic. Its passenger service is first class, and the travel is extensive on its boats, particularly in summer. Special excursion rates are made frequently. George J. Appold, of Baltimore, is president of this company; J. C. Whitney, traffic manager.

The New England and Savannah Steamship Com-

pany owns the following steamships: "Kansas City," "City of Birmingham," "Gate City" (shown in the cut, page 143), and "City of Macon."

During the summer one of these steamers leaves Boston each Thursday, at 3 P.M., for Savannah, touching *en route* at Philadelphia, reaching that port Saturday morning, and leaving at 6 P.M. the same day, thus enabling passengers to see the points of interest in that city without extra charge. During the remainder of the year the sailings from Boston are every five days, with extra sailings as the business may require. Freight is received for, and tickets sold to, all points on the Central Railway of Georgia, Plant System, Florida Central



O. A. ATKINS,

Of O. A. Atkins & Co. (Standard Bottling and Extract Co.), Manufacturers of "Standard" Flavoring Extracts, Syrups, Ginger Ales, etc., and Dealers in Essential Oils, Soda Fountains, and Bottlers' Supplies, Carbonators, Syrup Pumps, etc. 76 and 78 Batterymarch Street, corner Wendell.

& Peninsular, and Georgia & Alabama Railroads and their connections, reaching all points south and southwest.

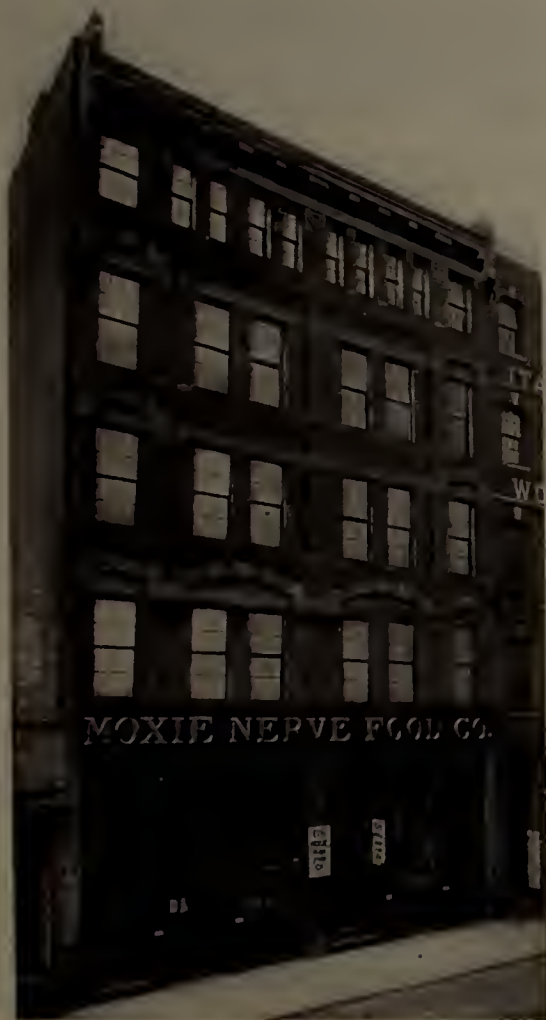
The agents at Boston are Richardson and Barnard, 20 Atlantic avenue, head of Lewis wharf.

The Clyde Steamship Line began, Dec. 10, 1896, a weekly service between this port and Wilmington, N.C., Charleston,



CHARLES HEALEY.

General Manager Hoyt Bros. & Co. (J. M. Hoyt, W. G. Hoyt, Charles Healey), Manufacturers and Proprietors of the Improved "Lightning" Bottle Washer, 496 Washington Street, Lynn, Mass.



HEADQUARTERS OF THE MOXIE NERVE FOOD COMPANY.

F. E. Thompson, Treasurer, 68 Beverly Street.



OFFICE OF THE BLUE HILL MINERAL SPRING CO., 122 Milk Street. George Bowen, Agent.

The Acme of Table Waters, sparkling and still. Recommended by leading physicians for Rheumatism, Kidney and Liver Troubles, Bright's Disease, Fevers, etc. Spring at Blue Hill, Maine.



THOMAS DOLIBER.

President and Treasurer of the Doliber-Goodale Company, Manufacturers of Mellin's Food for Infants and Invalids.

S.C., and Jacksonville, Fla. The steamers "Morgan City," 1,766 tons, and "Oneida," 753 tons, which have been in the Southern trade on this line, were put on. They leave Lewis wharf, south side, every Thursday afternoon, stop at Wilmington and Charleston on the way down, but only at Charleston returning. A. P. Lane is New England agent for this line, which, with connections with all railroads and steamship lines in the South and Southwest, must be of great benefit to this city's trade with those ports.

The Portland Steamship Company (the old Portland Steam Packet Company, established 1844) has \$1,000,000 capital and two palatial boats, the "Portland," 2,253 tons, and the "Bay State,"

2,215, operated as a daily line between this city and Portland, Me. (Sundays excepted in winter).

The Boston & Bangor Steamship Company, the oldest line in the United States (it was founded in 1824), has five boats plying between here and the Maine coast resorts: in summer, one boat daily, except Sunday; in the fall, three trips a week; and in the winter, two. The summer business is passenger chiefly, the winter traffic freight almost entirely. The boats are side-wheelers, the largest, the "City of Bangor," of 1,700 tons. The points of call *en route* in the Penobscot River and Bay are Bangor, Hampden, Winterport, Bucksport, Belfast, Camden, and Rockland. William H. Hill is president and manager of this company; Calvin Austin, general superintendent. It was incorporated in 1875 with \$500,000 capital. Its landing is at Foster's wharf.

The Kennebec Steamboat Company, J. B. Drake, president, runs a line of comfortable and roomy side-wheel boats during the summer



OFFICES, SALES AND ADVERTISING DEPARTMENTS OF THE DOLIBER-GOODALE COMPANY.

Manufacturers of Mellin's Food for Infants and Invalids, 291 Atlantic Avenue, corner of India Street.



WORKS OF THE DOLIBER-GOODALE COMPANY.

Manufacturers of Mellin's Food for Infants and Invalids, 39 to 45 Central Wharf.



THE CARTER'S INK COMPANY (successors to Carter, Dinsmore, & Co.),
162 to 172 Columbus Avenue.

With branches in New York, Chicago, London, Amsterdam, and Hamburg,
and a world-wide trade.

Electrical construction work by the Lord Electric Company, 181 Tremont Street.

and autumn from this city to Popham Beach, Bath, Boothbay, and up the Kennebec River to Richmond, Gardiner, Hallowell, and Augusta, Me. This line is handsomely patronized, not only by residents of the cool north country, but by numerous tourists and summer denizens. The boats frequently carry passengers up to their limit, which is about 600. Lincoln wharf, No. 365 Commercial street, is this company's landing.

The Boston & Gloucester Steamboat Company traverses the thirty miles between the Hub and the famous fishing port of Gloucester, Mass., passing the summer resorts of Nahant, Swampscott, and quaint old Marblehead, "Half Way Rock" (where the fishermen cast their pennies for luck and safe return), Beverly, Manchester-by-the-Sea (a fashionable watering-place), and Norman's Woe (scene of Longfellow's "Wreck of the Hesperus")—

these, in connection with Gloucester and Boston Harbors, affording those making the trip marine views unsurpassed anywhere on the Atlantic side. The route is one high in favor during the summer season. Two excellent boats are in service on this line, the "Cape Ann," carrying 1,000 passengers, and the "Gloucester," 500. In winter and fall a large freight business is done, in which fish is the staple product of traffic. This line has been established twenty-six years. Henry M. Whitney, of the Metropolitan Steamship Company, is president of this company; E. S. Merchant, treasurer and agent at Boston. The boats land here at Central wharf, north side.

The Boston & Provincetown Steamship Company's boat, the "Longfellow," makes a daily trip in summer to Provincetown, Cape



THE CARTER'S INK COMPANY, 162 to 172 Columbus Avenue.

F. A. Dewson, President, J. R. Carter, Treasurer, E. C. Burrage, Clerk, and R. G. Hopkins, General Manager, constitute also the directory of this company. Proprietors Carter's Writing Fluids, Indelible Inks, Mucilage, Liquid Glue, Laundry Blueing, Typewriter Ribbons, Carbon Papers, etc.



POPE MANUFACTURING COMPANY. — Eastern Branch.

Manufacturers of Bicycles. Sales department, 221 Columbus Avenue.
General offices and factory, Hartford, Conn.

every thirty minutes from 9 A.M. to 7 P.M. From 5,000 to 25,000 people a day are carried. The boats touch at Downer's Landing, a favorite picnic resort, and connect at Pemberton Landing with the new electric line of the New Haven road, a branch of the Old Colony division, to Hingham and other suburbs south.

This line has been in existence sixty-five years. It was organized as at present in 1890, with \$250,000 capital, and the following management: Charles B. Barnes, President; G. P. Cushing, General Manager.

The Morrison Steamboat Company runs three boats during the summer, two of them to Salem Willows, a summer resort north of the city, making two trips each, daily.

Cod, leaving Commercial wharf, north pier, this city, at 9 A.M., and Provincetown, returning, at 2.30 P.M. Atwood & Richards are the agents for it here.

The Nantasket Beach Steamboat Company does a big business in the summer time carrying summer residents and excursionists between this city and the favorite seaside resorts of Nantasket, Hull, and Hingham. Six boats are employed in this business, of a capacity ranging from 800 to 2,300 passengers, the "Myles Standish" (shown in the cut on page 145), "Mayflower," "Nantasket," "Governor Andrew," "General Lincoln," and "Hingham," the latter a new boat especially built for the trade.

The season lasts about eight months. In summer there is a boat from Rowe's wharf



BENJAMIN FRENCH.

Of Benjamin French & Co., Photographic Apparatus and Supplies, 319 Washington Street.



BENJAMIN FRENCH & COMPANY.

Manufacturers, Importers, and Dealers in Photographic Apparatus and Supplies for Professionals and Amateurs, 319 Washington Street, opposite Milk. Established 1845. Sole Agents for Voightlander's and Darlot's Lenses.

THE FISH BUSINESS. — COAL AND LUMBER. — 'T' WHARF AND ITS DEALERS. — THE FISHING FLEET. — RECEIPTS OF FRESH FISH. — PACKING HOUSES AND OTHER FEATURES OF THE TRADE.



WISTARIA ARBOR, PUBLIC GARDEN.

England Fish Exchange, was organized in 1893 with a capital of \$13,500. It leases the "T" wharf property, where the fishing vessels land, and sublets quarters there to its members and dealers generally. Mr. John R. Neal is its president; H. Frank Witherell, secretary and treasurer.

A fleet of about 300 vessels discharges its catch at the "T" wharf, and here, on Thursday and Friday especially, a lively traffic is conducted. Here, indeed, one phase of the maritime side of life in the Hub is most interestingly unfolded.

The boats vary from 10 to 175 tons, with crews of from 6 to 23 men. One of these larger craft, with its equipment, may be worth \$12,000. The men are paid usually according to the catch.

BOSTON is a great fish market; with Gloucester, a fishing port near by, one of the largest such markets, if not indeed the very largest, in the world, — certainly the largest in this country.

Fishing was one of the earliest industries of the New England colonies, and has been prosecuted to this day with vigor. Over the Speaker's desk in the hall of the House of Representatives in the State House hangs a gilded codfish, typical of that employment which once was the mainstay of the Commonwealth, and still deserves high consideration in the State.

Whittier proudly sings the praises of the hardy Yankee fishermen in his "Massachusetts to Virginia." Of late years, though, Portuguese and French Canadians have enlisted numerous in the business.

The fisheries sustain here not only the organized dealers in fresh fish at the "T" wharf, where the trade centres, but many large packers of salt and smoked fish, refiners of cod-liver oil, etc.

The "T" Wharf Fish Market Corporation, the New



CHARLES PLACE, PAPER BOX FACTORY, 284 to 288 Norfolk Street, corner of Hampshire, Cambridge.

Established 1888. Manufactures all varieties for the trade. Employs 250 hands. Mr. Place is also of Charles Place & Co., Provisions, 145 Hampshire Street, Cambridge.



CHARLES A. BRACKETT.

Paper Box Manufacturer, 144 High Street.

The plan usually followed is this: They purchase the outfit and supplies by contributing equal sums. Of the catch the vessel takes one-quarter, and the men divide the remainder equally.

These are the boats frequenting the Newfoundland Banks, and some of them explore waters as far away as those of Iceland or the Cape of Good Hope. They fetch cod, haddock

and hake, halibut, herring and mackerel, chiefly, but bluefish also, with an occasional catch of sword-fish, which at certain seasons is common in the markets here. Many



CHARLES A. BRACKETT'S PAPER BOX FACTORY, 144 High Street.

Specialties: Cloth-covered Stock Boxes, Sample Cases and Trays, Office Cases for Documents, Mailing Tubes, etc. Also Fancy Plush and Leather Work to order. The view shows his facilities for the business.



GEORGE H. DICKERMAN & CO., 32 to 40 Green Street.

Manufacturers of Paper Boxes and Patent Folding Boxes. George H. Dickerman, Joseph L. Bicknell. Established 1855.

small craft with pan fish, elams, etc., also tie up at this same landing-place.

The following tabulation of the fisheries business here is furnished by President Neal, of the "T" Wharf Corporation.

The amount of fresh fish handled at "T" wharf annually is 110,000,000 pounds, of which the value as sold is \$4,000,000.

The chief varieties handled, with the number of pounds of each, is about as follows:

Cod	20,917,335	Cusk	3,154,540
Haddock	42,506,987	Pollock	1,694,740
Hake	15,292,598	Mackerel	2,000,000
Halibut	8,189,981	Herring	6,000,000



FREIGHT YARDS OF THE BOSTON & ALBANY RAILROAD, Huntington Avenue to Boylston Street, Back Bay District of the City.

Bluefish, lobsters, shad, sword-fish, salmon, smelts, etc., are not included in the foregoing.

The fish are caught :

	Lbs.
On Jeffrey's Bank	6,000,000
Middle "	6,000,000
La Have "	7,000,000
Western "	200,000
Georges "	18,810,000
Brown's "	5,000,000
Cash's "	3,000,000
South Channel	24,000,000
Ipswich Bay	800,000
Nantucket Shoal	2,500,000
Shore	16,000,000
Cape Shore (Nova Scotia),	1,500,000

About 2,000,000 pounds of the halibut are brought by rail from the Pacific; the balance comes from the Atlantic Ocean, mostly from the Grand Bank.

At the "T" wharf, Mr. John R. Neal maintains a remarkably interesting museum. It contains examples of all the implements and devices of the trade, models of boats, stuffed fish, and marine curiosities in infinite variety. There is a cut of the "T" wharf on page 146.

COAL AND LUMBER.

As to the coal business of the "Hub," there are, according to the secretary of the Coal Club, sixty retail dealers in Boston and vicinity, with an aggregate capital of \$3,500,000.

About 3,000 men are employed in the business.

The coal they handle is distributed over a radius of five miles from the State House.



UNION DEPOT, OF THE BOSTON & MAINE AND FITCHBURG RAILROADS, Causeway Street.

The total consumption amounts to about 1,500,000 tons a year; 75 per cent. of this is anthracite, and is used for domestic purposes. The remainder is bituminous, and is consumed for steam purposes.

Considerable coal besides this is shipped through Boston for other points in New England.

The total receipts for 1895 were:

Anthracite, tons	2,518,441
Bituminous, "	1,068,761
Foreign, "	21,009
	3,608,211

Value about \$12,000,000.

All the larger concerns in the shipping trade have elevators for handling their receipts. Barge lines run from Philadelphia, New York, and Baltimore, and the railroads have unexcelled facilities for the trade.

From the report of Surveyor-General Wiggin it appears that the lumber business of Boston is steadily increasing.

In 1895 the receipts of yellow pine, largely by sea, amounted to 93,995,000 feet. This is 27,817,000 feet ahead of 1894, and beats 1893 (the best previous record) by 15,292,000 feet.

The yellow-pine figures for the past nine years show indeed a steady and continuous advance in the trade. In 1887 they were 46,312,000, only about half what they are to-day.

The total amount of lumber received here in the course of a year is about 219,000,000 or 220,000,000 feet.

The export lumber business of Boston is large and is growing. For 1895 the total export business amounted to 19,000,000 feet or thereabouts, including all kinds and varieties.

Imports consisting of Spanish cedar and mahogany support one or two extensive concerns.



OLD FITCHBURG RAILROAD DEPOT, Causeway Street.
Now used as an office building by the company.



NEW SOUTHERN UNION STATION. New York, New Haven, & Hartford (including the Old Colony),
New England, and Boston & Albany Railroads.
Now under construction.

RAILROADS AND FIELD IN TRADE. — RAMIFICATIONS OF THE FOUR LINES CENTRING HERE. — THEIR EXTENSIVE AND COMMODIOUS TIDE-WATER TERMINALS. — LIBERAL PROVISIONS FOR FOREIGN TRADE AND ENTERPRISING EFFORTS TO DEVELOP THE PORT. — SUBURBAN TRAVEL AND THE FACILITIES THEREFOR. — THE UNION DEPOT OF THE BOSTON & MAINE AND FITCHBURG ROADS AND THE PROPOSED GRAND NEW SOUTHERN STATION.

THE diagram herewith shows the four trunk lines of railway centring at Boston, viz.: the Boston & Maine, including the old Boston & Lowell; the Fitchburg; the Boston & Albany; and the New Haven, or Old Colony system of the New York, New Haven, & Hartford Railroad, embracing the Old Colony Railroad, Boston & Providence Railroad, and the New York & New England road, recently acquired.

The recent acquisition of the New England road by the Old Colony system of the New York, New Haven, & Hartford road makes it a system about 2,000 miles long, which mileage is divided among the principal components of the system as follows: Boston & Providence, 64 miles; Old Colony, 369; New England, 545; New Haven road proper, 1,030. Of the total, 875 miles lie wholly within this State. It represents, as now constituted, more than \$135,000,000 invested, and something like \$14,000,000 gross annual income.

In other respects it is notable also as the first road in the country to experiment with electric power for suburban traffic; it has been the cynosure, so to speak, of every railroad management in the country. It has lately acquired, besides the docks and tide-water terminals of the New England Company, other extensive areas of deep-water harbor front. It is expending a sum in the millions to raise all its suburban grade crossings hereabouts, and it is sponsor for the elaborate and costly Southern Station project, of late so much discussed.

The New Haven system covers territory to the south, southwest, and west of the city chiefly. It affords two direct all-rail routes to New York, and two lines part rail and part water, *via* Long Island Sound. Its all-rail lines to New York are its own main line, New York, New Haven, & Hartford *via* Providence, New London, and New Haven (known as the "Shore Line"), which is almost an air line, and the line of the old New England road, *via* Willimantic (and also *via* Hartford).

Two routes *via* Sound lines are afforded by this system: one by means of the New England road's connection with the Stonington line boats at Stonington, Conn., and the other by the New Haven's connection with the



PARK SQUARE STATION, OF THE NEW YORK, NEW HAVEN, & HARTFORD RAILROAD.



ALVIN ADAMS.
Founder of the Adams Express Company.

Fall River line boats at New London. The scenic charm and luxury of the passage by these sumptuous Sound line steamers still continues to hold the public favor and patronage, although the time is longer than by the all-rail routes.

The Boston & Providence Division of this line covers the route from here to Providence. The Old Colony Division extends south from Boston to Plymouth and Provincetown (Cape Cod), and to New Bedford and Newport; also from the main line at Taunton to Fitchburg, and from Framingham to Lowell.



SALMON P. HIBBARD.
Secretary and Treasurer. Chicago, New York, & Boston Refrigerator Company, 174 State Street, Boston.



G. W. SIMPSON.
President, Chicago, New York, and Boston Refrigerator Company, 29 South Market Street, Boston.



FREIGHT DEPOT, PARK SQUARE, AND TEAMS OF THE ADAMS EXPRESS COMPANY.

Adams Express Company. established 1840; 6,000 offices in the United States, and 10,000 employes; service over 30,000 miles of railroad and steamboat lines. Headquarters, New England Department, Boston: C. S. Spencer, Manager. Principal Boston office, 59 and 61 Franklin Street.



CARS OF CHICAGO, NEW YORK, & BOSTON REFRIGERATOR COMPANY, Boston & Maine Yards, Boston.

This company operates the National Despatch and New York Despatch Refrigerator Cars. Established in 1880 with 100 cars, it now runs with 1,100 over all lines from the Atlantic to the Pacific. Specialties: Dairy Products and Perishable Freights. G. W. Simpson, 29 South Market Street, Boston, President; W. H. Duckworth, 319 Washington Street, N.Y., and George W. Fiske, 22 Blackstone Street, Boston, Vice-Presidents; Salmon P. Hibbard, Secretary and Treasurer, 174 State Street, Boston.

The New Haven system has an equipment of 900 locomotives, 1,500 passenger cars, and 15,800 freight cars, and in its auxiliary service of the Sound lines a fleet of steamboats is employed. It has two stations here, — the Providence or Park Square Depot, close to the Common, devoted to New York, Providence, and suburban traffic; and the Old Colony Depot, Kneeland street, accommodating business over that division. For its freight traffic it has, in addition to its extensive yards and terminals at the



THE HOOSAC TUNNEL, FITCHBURG RAILROAD.

Constructed under the supervision of Thomas Doane, Civil Engineer, 21 City Square, Charlestown.



THOMAS DOANE.

Civil Engineer, 21 City Square, Charlestown. Engineer of the famous Hoosac Tunnel, Fitchburg Railroad.



ROBERT S. GARDINER.

President Rand Avery Supply Co.

Old Colony Depot and at South Boston and New Squantum, the yards, terminals, and docks of the New England road on Fort Point Channel, and the harbor front, South Boston.

Suburban traffic on the different divisions of this line is immense. It is largely to accommodate properly this enormous business that the new Southern Station (now under construction) has been projected, upon a scale making it the largest depot in the land, and one of the largest in the world. The station is to be where the old New England



RAND AVERY SUPPLY CO.'S BUILDING, 117 to 123 Franklin, and 61 to 71 Federal Streets, Boston.

Printers, Engravers, Designers, and Map Makers for Transportation Interests only.

Depot was, foot of Summer street, Atlantic avenue. It is to be built by a Terminal Company, in the organization of which the Boston & Albany road joins, and the estimated cost for it, land, buildings, and all, is \$2,500,000. There is a cut of it on page 158.

The docks and tide-water terminals of this system here merit special mention. By the acquisition of the New England it has come into possession of wharves and storage property in South Boston, front-



INTERIOR OF MERCHANTS NATIONAL BANK.

Franklin Haven, President; A. P. Weeks, Cashier. Organized 1831; a National Bank since 1864. Capital, \$3,000,000; Surplus more than \$1,500,000. It has paid in dividends about \$13,500,000.



**MERCHANTS NATIONAL BANK,
28 State Street.**

ing deep water on the harbor, and also the estuary known as Fort Point Channel, which have an area of more than 100 acres. Here there is also an elevator of 500,000 bushels capacity. There is 24 feet depth of water at low tide, and every facility for loading and discharging the largest of the big transatlantic freight steamships that frequent the port. Besides this terminal, the company has re-

cently purchased about two and one-half miles' length of water front, and an area of about 770 acres at New Squantum, mouth of the Neponset River, Boston Harbor, to hold for improvement. It also owns about fifteen or twenty acres of tidelands lying alongside its line in other situations within the limits of Greater Boston.

The New York connections of this system make it practically a continuation of the Erie, Pennsylvania, B. & O., Reading, Lackawanna, and other notable systems extending south and southwest.



NATIONAL BANK OF THE REPUBLIC, 95 Milk Street.

Organized 1860. Charles A. Vialle, President; Albert Stone, Vice-President; Henry D. Forbes, Cashier. Capital, \$1,500,000; Surplus and Undivided Profits, \$1,250,000; Deposits, \$9,605,000; Loans and Discounts, \$7,796,917; Total Resources, \$12,615,062.



SHAWMUT NATIONAL BANK, Congress and Water Streets. Founded 1836 as a State Bank; Reorganized 1865 as a National Bank. John Cummings, President; James P. Stearns, Vice-President; J. G. Taft, Cashier; F. H. Barbour, Assistant Cashier. Capital, \$1,000,000; Surplus, \$262,500; Deposits, \$8,567,400; Loans and Discounts, \$4,640,800; Total Resources, \$11,250,000.

It is 528 miles long, main line, with branches and auxiliaries, including its Norwich line of steamers, on Long Island Sound, bringing its total mileage up to 655.

The Sound Line Steamboat route of this company (New York to Norwich, Conn.) is 125 miles. New England trains connect with these boats at New London going and coming.

The Air Line Limited Express between Boston and New York is run over the New England Company's rails. This train leaves Boston from Park-Square Station and New York from Grand Central Station, and runs *via* New Haven, Middletown, Willimantic, and Dedham, making the entire journey in but five hours.

Freight trains run on the New England as often as needed. The road handles business of the Eric and West Shore lines from Newburgh, for

The managing headquarters of this system are in New Haven. Charles P. Clark is its president.

The New England Railroad Company (formerly the New York & New England), between Boston and New York, through Providence, R.I., Willimantic, and Hartford, Conn., and Newburg, N.Y., with branches to Worcester, Mass., Waterbury, Conn., and other important centres, is operated as an independent line, although a majority of its stock is held in the interest of the New York, New Haven, & Hartford Railroad.



PEOPLE'S NATIONAL BANK, Corner Washington and Dudley Streets (Roxbury). Incorporated 1834; Nationalized 1864. S. B. Hopkins, President; A. P. Richardson, Cashier. Capital, \$300,000; Surplus, \$186,000; Deposits, \$580,000; Loans and Discounts, \$900,000; Total Resources, \$1,200,000.



THIRD NATIONAL BANK, Exchange Building, State Street. Organized 1863. Capital, \$2,000,000. Moses Williams, President; Francis B. Sears, Vice-President; Harry L. Burrage, Cashier; Albert H. Wiggin, Assistant Cashier; Franklin L. Hunt, Manager Bond Department.



NATIONAL BANK OF REDEMPTION, 85 Devonshire Street.

James B. Case, President; Theophilus King, Vice-President; Edward A. Presbrey, Cashier; Palmer E. Presbrey, Assistant Cashier. Capital, \$1,000,000 paid in; Surplus and Profits, \$437,110; Deposits, \$8,338,848.

local consumption, and has a large export traffic from the extensive South Boston terminals belonging to this company, and, to the West, hauls the usual assortment of goods from the many New England manufacturers.

These terminals embrace 103 acres of water front, bounded by the bay line and the line of Fort Point Channel, as a whole covered with freight sheds and ample trackage. Docks are provided with a frontage of 4,300 and a depth of varying from 20 to 30 feet of water for the extensive shipping which comes here. There is an elevator on the ground of 512,000 bushels capacity. Additions and improvements are now being made here also, which are designed by the company to accelerate the commerce of the port, and place the city upon a footing of equality to compete with all rivals on the Atlantic side.

The New England, as has been said, is one of the principals in



SECOND NATIONAL BANK, 199 Washington Street.

Thomas P. Beal, President; T. Harlan Breed, Cashier. Organized 1832; Nationalized 1864. Capital, \$1,600,000; Surplus, \$1,000,000; Deposits, \$7,950,000; Loans, \$6,943,000; Total Resources, \$10,754,000.



STATE NATIONAL BANK, 40 State Street.

Founded 1811. Samuel N. Aldrich, President; George B. Warren, Cashier. Capital, \$2,000,000; Surplus and Net Profits, \$533,000; Deposits, \$4,439,900; Loans, \$5,053,000; Total Resources, \$7,381,400.



SHOE AND LEATHER NATIONAL BANK. Incorporated 1836.

Capital, \$1,000,000. Directors: Edward H. Dunn, John E. Toulmin, James C. Elms, George A. Fernald, Edward E. Floyd, Walter F. Ford, George D. Colburn; James C. Elms, President; J. E. Toulmin, Vice-President; James E. Patch, Cashier.

the new Southern Depot, now under construction.

THE BOSTON & MAINE SYSTEM.

The Boston & Maine Railroad is a system of 1,836 miles of track, covering Massachusetts, Maine, New Hampshire, and Vermont, with Canadian Pacific and Grand Trunk Railway con-



FANEUIL HALL NATIONAL BANK, 3 South Market Street.

Incorporated 1851. Jonathan V. Fletcher, President; T. G. Hiler, Cashier. Capital, \$1,000,000; Surplus and Undivided Profits, \$445,500; Deposits, \$2,190,000; Loans and Discounts, \$2,809,000; Total Resources, \$3,695,800.

nections to all Canadian points, and to all points in the far West and Northwest of our own land. It is a direct railroad route to Portland, Me., 115 miles long, — in fact, the only direct rail route from Boston to that point. It has lines to Springfield, Northampton, Lowell, and Lawrence, Mass., Nashua and Manchester, N.H., and to many other of the notable industrial centres of



MOUNT VERNON NATIONAL BANK, 43 Chauncy Street.

Incorporated 1860. Thomas N. Hart, President; Frank E. Barnes, Cashier. Capital, \$200,000; Surplus and Undivided Profits, \$50,846; Deposits, \$1,198,768; Loans and Discounts, \$815,797.

New England. It has distinction here for its vast foreign business, improved docks (its terminal facilities being among the best on the Atlantic coast), and for its imposing Union Depot, a cut of which is shown herein, page 157.

The Boston & Maine system represents an investment, in round numbers, of something like \$110,000,000. Its gross annual income is about \$20,000,000. Its equipment is significant of its standing among railroad enterprises of the country. It had, at last accounts, 700 locomotives, 1,150 passenger cars,



GLOBE NATIONAL BANK, 92 State Street.

Organized as a State Bank 1824. Charles E. Stevens, President; Charles H. Cole, Vice-President; C. H. Hooke, Cashier. Capital, \$1,000,000; Surplus and Undivided Profits, \$135,000; Deposits, \$3,600,000; Loans and Discounts, \$3,550,000; Total Resources, \$5,220,000.

and 14,000 freight cars in service. It hauled over 11,000,000 tons of freight last year, of which total 5,000,000 was foreign, and the remainder local. Through its grand Union Station as many as 180,000 passengers have passed in a single day (Knights-Templar day of 1895), and the average is 90,000 daily, equivalent to 2,700 cars and 270 trains each way. Its Boston Union Passenger Station terminal was completed in 1894, and represents a total expenditure of

many millions. It rivals, in dimensions and conveniences, any passenger station in the world. It is used by the Fitchburg Railroad, and it accommodates pretty much all the northern and western suburban traffic of the city, estimated to number, going and coming, upwards of 100,000 persons daily. The docks and terminals of this line are situated in the Charlestown district of the city, just beyond the Navy Yard. These docks, known as the Mystic docks, from their posi-



TREMONT NATIONAL BANK, 8 Congress Street.

Incorporated 1814 Aaron Hobart, President; D. E. Snow, Cashier.



NATIONAL REVERE BANK, 100 Franklin Street.

Incorporated 1859. George S. Bullens, President; H. Blasdale, Cashier. Capital, \$1,500,000; Surplus and Undivided Profits, \$186,000; Deposits, \$4,600,000; Loans and Discounts, \$4,350,000; Total Resources, \$6,300,000.

tion at the mouth of the Mystic River, cover 100 acres (trackage inclusive). They are utilized by both foreign and coastwise shipping, and are especially commodious for coal and grain business.



HANCOCK NATIONAL BANK, 50 Water Street.
Reorganized January 22, 1895. Capital, \$400,000.

There is 24 feet depth of water at these docks at low tide.

The Boston & Maine is distinctively a New England enterprise. More than half its stock is owned in Massachusetts. Its general offices are here in the Union Depot. Lucius Tuttle, its president, is one of the most prominent railroad managers of the country.

BOSTON & ALBANY RAILROAD.

This is the eastward stem of the great Vanderbilt system, covering more than 10,000 miles of railroads in the east, west, and southwest of the country, and as such a very important factor of Boston's commerce. It is 390 miles long in its entirety (350 in Massachusetts), and represents an investment of something like \$32,000,000, with a gross business of from \$9,000,000 to \$10,000,000 a year.

It has 40 acres of yards in the heart of the city proper, upon which are ample freight-houses, sheds for the storage of hay and lumber, a brick building for the reception of milk, and a grain elevator of 425,000 bushels capacity. There is track room for nearly 1,100 freight cars. At East Boston it has 38 acres more, track room for 1,050 freight cars, a local freight-house, store-houses for free and bonded merchandise,



HOWARD NATIONAL BANK, 19 Congress Street.

Organized 1853. S. F. Wilkins, President; Samuel B. Capen, Vice-President; Chandler Robbins, Cashier. Capital, \$1,000,000; Surplus, \$200,000; Deposits, \$2,481,000; Loans and Discounts, \$2,490,000; Total Resources, \$4,043,000.



NATIONAL BANK OF NORTH AMERICA,
106 Franklin Street.

Henry C. Jackson, President; Wallace S. Draper, Cashier. Organized 1850 as a State Bank; Nationalized 1864. Capital, \$1,000,000; Surplus, \$270,670; Deposits, \$1,432,000; Loans and Discounts, \$2,106,000; Total Resources, \$3,167,000.

six piers at which ocean steamers load and discharge, with ample depth of water, and an elevator of 1,000,000 bushels capacity. It has coal docks here also of about 1,500 tons daily handling capacity. The Leyland and Johnston Lines, to which the largest freighters frequenting the port belong, dock at this company's East Boston piers free of charge, and there is track connection with the Cunard wharves adjacent. Many coasters also dock there. About 750 vessels utilize these wharves annually. Of the 900,000 tons of freight handled at the Boston terminals of the Boston & Albany Company, about sixty per cent. is export and import freight. The Grand Junction branch, running from Cottage Farm on the main line to East Boston, connects with all the railroads on the north side of the city, and is of invaluable service to the many manufacturers and packing-houses located along its line. The present value of the plants erected by these establish-

ments is estimated at \$6,500,000, and the yearly shipments of their raw material and products at 400,000 tons. This company maintains also an 18-acre stock-yard in the Brighton district of the city. It has large coal-yards at Allston to facilitate through shipments direct from the Pennsylvania mines, and it holds other large suburban tracts of land in abeyance available for either additional yard room or location of manufacturers. Its connections with the Lake Shore, Michigan Central, and Big Four roads of the Vanderbilt system give it a large cotton, wool, and kindred traffic in Southern and Western staples destined for New England manufacture or export. Its liberality with the steamship lines and shipping has contributed largely to advance the port.



ENTRANCE TO THE NATIONAL SECURITY BANK,
corner Court and Brattle Streets.

Organized 1867. Samuel A. Carlton, President; Charles R. Butt, Cashier. Capital, \$250,000; Surplus, \$475,000; Deposits, \$1,873,000; Loans and Discounts, \$1,366,000; United States 4's, \$350,000; other securities, \$187,000. Total Resources, \$2,719,000. Has always held to the New York system of keeping open until 3 P.M.



MANUFACTURERS NATIONAL BANK, corner Summer and
Devonshire Streets.

David J. Lord, President; Otis Shepard, Vice-President; F. G. Seaver,
Cashier. Capital, \$500,000; Surplus and Undivided Profits, \$78,000.



INTERIOR OF THE MANUFACTURERS NATIONAL BANK.



MARKET NATIONAL BANK OF BOSTON, 88 State Street, upstairs.

Incorporated 1832. Charles J. Whitmore, President; Richard H. Weld, Vice-President; Josiah Q. Bennett, Cashier. Capital, \$800,000; Surplus, \$132,000; Deposits, \$2,222,000; Loans and Discounts, \$2,418,000; Total Resources, \$3,369,000.



**STATE STREET SAFE DEPOSIT AND TRUST COMPANY,
Exchange Building, 53 State Street.**

Organized 1891. Moses Williams, President; Charles Lowell, Actuary and Treasurer. Capital, \$300,000; Surplus, \$30,000; Deposits, \$1,258,000; Total Resources, \$1,709,000.

The Boston & Albany also enjoys an excellent and increasing passenger traffic. At present this is accommodated at its Kneeland street depot. To better these accommodations it has joined hands with the New Haven in the proposed new Southern Station already referred to. In the matter of passenger service this railroad is second to none in the country. With frequent trains and low rates of fares between Boston and the adjacent towns, there has been a vast increase in its suburban traffic, necessitating the construction of two additional sets of tracks between Boston and South Framingham. Great progress also has been made in abolishing the crossings of highways at grade, until now there are no such crossings on the main line within the city limits, and before the end of many years it is expected that none will

remain between Boston and Albany. Many miles of the track have been re-laid with the heaviest steel rails — ninety-five pounds per yard is now the standard weight used by the company. The executive offices of the company are at Kneeland street station. William Bliss, president, and W. H. Barnes, general manager, are residents of the city.

FITCHBURG RAILROAD.

This line, known as the Hoosac Tunnel route, is 450 miles long, of which 200 are in Massachusetts, the remainder in Vermont, New Hampshire, and New York. It extends, generally speaking, from Boston through the northern half of the State *via* Fitchburg and the famous Hoosac



**FIRST WARD NATIONAL BANK, Winthrop Block,
East Boston.**

The bank of the East Boston business men. Founded 1873. George W. Moses, President; Frank F. Cook, Cashier. Capital, \$200,000; Surplus, \$150,000; Deposits, \$830,000; Loans and Discounts, \$828,000; Total Resources, \$1,200,000.

Tunnel, to a connection with the rail-ways in the State of New York at Troy and Rotterdam Junction, and with the Vermont lines and Canadian railroad systems at Bellows Falls in the Green Mountain State.

It represents an investment of \$46,500,000, and has a gross income of about \$7,000,000 a year. It has a great cattle trade, and with its fine docks at Charlestown, known as the Hoosac Tunnel docks, where the



INTERNATIONAL TRUST COMPANY, 45 Milk Street, corner Devonshire, opposite the Post Office.
Venetian mosaic panel and stairway to Safe Deposit Vaults.



BUILDING OF THE INTERNATIONAL TRUST COMPANY, 45 Milk Street, corner of Devonshire, opposite the Post Office.

Incorporated 1879. John M. Graham, President; Henry L. Jewett, Secretary. Capital, \$1,000,000; Surplus, \$1,000,000.

Building erected 1893, from plans by William G. Preston, at a cost of \$550,000. Its front is adorned with symbolical statuary by Max Bachman, and its Safe Deposit Vaults were built under the direction of the New York expert, Mossman. John B. Thomas, Agent for the building.

Warren, Furness, and other important lines of steamships land, a large foreign and export merchandise traffic. Cattle can be driven directly from its cars into

the steamers. Grain can be loaded on ship from its elevator of 600,000 bushels capacity, at the rate of 10,000 bushels an hour. There are excellent facilities also for handling dressed meats, provisions, etc. The first Texas cotton of the season last year passed out over these docks; tobacco and whiskeys from Kentucky, and hops from California, are commodities exported here by medium of the Fitchburg. The traffic of the road, in fact, is of a very miscellaneous character, embracing pretty much all the Northern, Western, and Southern staples.

The Fitchburg road, through its fast freight lines, covers all of the important points in the West, and by the accelerated speed attained in organizing this fast freight service brings those points nearer to the city of Boston and foreign ports than ever before.

There are seven piers at these Fitchburg or Hoosac



AMERICAN LOAN AND TRUST COMPANY, 53 State Street.

Organized 1881. S. Endicott Peabody, President; N. W. Jordan, Actuary; F. R. Coffin, Treasurer. Capital, \$1,000,000; Surplus, \$500,000; Deposits, \$4,000,000; Total Resources, \$6,000,000.

Tunnel docks. Seventeen steamships a month, representing 81,000 tons aggregate, come to these docks from Liverpool, London, Antwerp, and Bristol, and other United Kingdom and Continental ports. Ships come here for freights in the African trade and the trade of the Provinces also; and the fast freight facilities of the line shorten the time to foreign ports amazingly. The Texas cotton shipment referred to went through by Warren line steamship to Liverpool in twenty-six days.

Exports through these docks now average upwards of 60,000 tons a month; imports, about 33,000. The docks are located in Charlestown, convenient, by the new bridge, to the heart of the city,



HARVEY FISK & SONS, 75 State Street.
Dealers in Government Bonds and Investment Securities.

and with opportunity to switch traffic direct from them to the Boston & Albany Railroad, to the roads in the south part of the city *via* the Union Freight Railroad, and to the Boston & Maine system, whose docks and terminals lie contiguous.

The management of the Hoosac Tunnel docks has the reputation of great promptness and efficiency. In 1895, at one of the piers a Warren Line steamship arrived, unloaded, loaded, and departed, all in the space of forty-two hours, — the shortest time on record.

The Fitchburg shares with the Boston &

Maine in the conveniences of the Union Station. It has its share of passenger traffic, through and suburban. The cut (page 158) shows its old passenger station, a picturesque stone structure, now used for the general offices of the company. Mr. H. S. Marcy, president of the road, and all the executive heads have quarters there. Its office for foreign trade is in the Chamber of Commerce.

The Union Freight Railway, a transfer line of the New Haven system, last year handled 259,000 tons of freight.



F. R. CORDLEY & CO., Bankers, 66 State Street.
Members Boston, New York, and Chicago Exchanges.



EAST BOSTON SAVINGS BANK, 16 Maverick Square,
East Boston.

Founded 1848. George T. Sampson, President; William B. Pigeon, Secretary and Treasurer. On March 1, 1896, it had 10,671 Depositors, with \$2,757,341 Deposits, a Surplus of \$213,601, and Total Resources of \$2,920,942.

BOSTON THE FINANCIAL HUB. — BANKING AND BROKERAGE. — THE NATIONAL BANKS OF THE CITY. — PRIVATE BANKS. — SAVINGS BANKS AND TRUST COMPANIES. — BANK CAPITAL, DEPOSITS, LOANS, AND TOTAL RESOURCES. — BANK CLEARINGS. — GOVERNMENTAL FINANCES. — THE STOCK EXCHANGE.

BOSTON is rich — one of the richest cities per capita in America, if not in the world. Its financial interests are prodigious; it has widespread and extensive investments, not alone in this country, but in Canada, Mexico, the West Indies, Hawaii, and other foreign parts. It has furnished very largely the capital that developed the great West, the cities of that district of the country especially. In large measure, for example, it was Boston money with which Chicago was rebuilt after the great fire that laid that city waste twenty-five years ago.



DWIGHT BRAMAN,
Of Dwight Braman & Co., Bankers and Brokers, Devonshire and Water Streets. Member New York and Boston Stock Exchanges. Specialty: Securities suitable for Investment by Trustees and others, with personal examination and practical experience in railroad matters and real estate throughout the United States.

As a banking centre, and centre of financial business generally, it ranks every city of the country except New York. Here some of the most important financial projects of the age, like the Union Pacific, Santa Fé, and Mexican Central Railroads, and

Bell Telephone Company, originated and were promoted. This city is financial headquarters for New England manufacturing, railroad, gas, and other corporate enterprises, like Dominion coal and Lake Superior copper mines, for instance, the stocks of which companies are still largely owned and controlled here.

More and more this comes to be a characteristic: a city of great wealth, the change from commerce to finance of late years, this change which has come over the Hub, is marked.

In this city, and in the suburbs forming with it the Greater Boston, are established something like one hundred and fifty banking institutions of the most substantial character, nearly all incorporated. Of this number, eighty-nine are national banks; fifty-two, savings and loan banks, trust companies, security and investment concerns, etc., receiving deposits; the remainder (brokers not counted), private banks of deposit.



WILLIAM J. RILEY,
Of Brown, Riley & Co., Bankers and Brokers, 20 Congress Street.



BROWN, RILEY & CO., Bankers and Brokers,
20 Congress Street.

In Boston there are 60 national banks; in the suburbs 29 more. Cambridge has 6, Lynn 7, Chelsea 2, twelve other places in the outskirts 1 each.

These sixty national banks of the city proper, together with several strong private banks, practically do the commercial banking business of the city. Among these sixty are a number which, taken singly, are sufficiently remarkable for size and solidity; and collectively the sixty are, financially speaking, a power.



J. B. STOWELL,
Of J. B. Stowell & Son, Bankers and Brokers, Members Boston Stock Exchange, 82 Devonshire Street.

From the latest official statement of the condition of these sixty leading Boston banks which was available for the purpose of this publication (of date July, 1896), the following summary of their standing has been compiled:



PAINE, WEBBER & CO., Bankers and Brokers, 52 and 54 Devonshire Street, William A. Paine and Charles H. Paine. Members New York and Boston Stock Exchanges. Correspondents: New York, Ladenburg, Thalmann & Co., and Rolston & Bass; Chicago, Schwartz, Dupee & Co., and A. O. Slaughter & Co.



OFFICES OF HAIGHT & FREESE, Bankers and Commission Stock Brokers, 85 State Street. Also at 53 Broadway, N.Y., with private wire to Philadelphia, Baltimore, Washington, and Chicago. View shows the Stock, Grain, Cotton, and News Tickers in their Boston office.

Aggregate capital	\$52,050,000
Aggregate surplus	21,400,000
Aggregate capital and surplus	73,450,000
Individual deposits	98,590,000
Total deposits	130,874,000
Loans and discounts	148,150,000
Total resources	234,271,000



FRANKLIN S. PHELPS,
Of Franklin S. Phelps & Co., 15 Doane Street. General Insurance Agents, with business established 1845. Also representing the Nebraska Loan and Trust Company, of Hastings, Nebraska, successfully established since 1882.

They had, at this same time, nearly \$15,000,000 of United States bonds to secure circulation, and in their coffers over \$20,000,000 of specie, legal tenders, and other moneys on hand.

Twenty of these national banks of Boston have, each of them, \$1,000,000 capital; one has \$1,500,000 capital; one, \$1,600,000; two, \$2,000,000; and one, \$3,000,000. Ten of them have each a surplus exceeding \$500,000; and three, more than \$1,000,000 of surplus each.

Thirteen of them rise above \$5,000,000 total resources, viz.:



OFFICE OF CURTIS & MOTLEY, Stock and Note Brokers, 33 Exchange Building.

Merchants National	\$12,340,000
National Bank of the Republic	10,279,000
Third National	9,907,000
National Bank of Redemption	9,367,000
Shawmut National	9,002,000
National Bank of the Commonwealth	8,665,000
Second National	8,570,000
National Bank of Commerce	8,093,000
National Exchange Bank	7,965,000
Globe National	6,043,250
State National	6,156,250
National Revere	5,829,500
First National	5,771,340

The Merchants National heads the list with \$4,694,000 of capital and surplus, \$51,730,000 of deposits, \$7,250,000 of loans, and total resources as given above.



HOME OFFICE NEBRASKA LOAN AND TRUST COMPANY, Hastings, Nebraska.

Established 1882. Capital paid up, \$500,000; Guarantee Fund, \$136,000. Negotiators of First Mortgages and Debenture Bonds exclusively. Loans made only on improved farms. Boston Representatives: Franklin S. Phelps & Co., 15 Doane Street.



OFFICES OF JAMES W. LONGSTREET & CO., Bankers, 117 Devonshire Street,
opposite the Post Office.
Dealers in Government, Municipal, and Railroad Bonds.

The twenty-nine national banks of the suburbs have \$5,500,000 aggregate capital and surplus, those of Lynn showing \$2,215,000 of this.

The private banks, strictly speaking, are not numerous. Most of them, under this classification here, combine banking and brokerage, and are identified with the Stock Exchange.

The savings banks of Greater Boston number forty, seventeen of them in the city proper, the rest outside of it. Their combined deposits are as follows:

Boston proper	\$132,766,250
Suburbs	34,829,000
	<hr/>
Greater Boston	\$167,595,250

These totals are exclusive of the deposits with trust companies and other institutions doing incidentally a savings business.

Most of note among the savings banks of the city are the Provident, founded in 1816; the Suffolk Savings Institution for Seamen and others, 1833; and the Boston Five Cents Savings Bank, 1854. The Provident has \$35,000,000 deposits; the Suffolk, \$28,000,000; and the Boston, over \$20,520,000.

In addition to these regularly incorporated savings banks there are about thirty coöperative savings institutions established in the city and its suburbs. These are organizations, as to method, somewhat on the homestead and loan plan.



TOWER, GIDDINGS & CO., 105 Devonshire Street.
W. A. Tower, E. L. Giddings, W. L. Underwood, A. C. Tower.
Members Boston Stock Exchange. Orders for Stocks and Bonds executed in New York and other Markets.



OFFICES OF JAMES W. LONGSTREET & CO., Bankers, 117 Devonshire Street,
opposite the Post Office.
Dealers in Government, Municipal, and Railroad Bonds.

There are twelve trust companies and other incorporated institutions accepting deposits in the city and its suburbs, ten of them in Boston proper. They have \$10,500,000 capital and surplus, and about \$45,000,000 of deposits. One of them, the New England Trust Company, has over \$16,000,000 deposits; another, the Old Colony, nearly as much.



LOUIS H. PARKHURST,
Of Webster F. Putnam & Co.,
Bankers and Brokers, 20 Water
Street.

For commercial purposes, mercantile, real-estate improvement, etc., the banking capital of the city is in excess of \$100,000,000.

The city is, as we have said, one of the great money centres of the Union, and is growing more and more so — expanding in that regard every day.



WEBSTER F. PUTNAM,
Of Webster F. Putnam & Co.,
Bankers and Brokers, 20 Water
Street.



VIEW IN THE OFFICE OF POPE, MERRILL & CO., Bankers and Brokers,
4 Exchange Building.

Either of these may be taken as an example of the solid financial institutions of Boston. The New England was incorporated in 1869. It has a capital of \$1,000,000, and a surplus of \$1,182,000. It had at last accounts \$9,970,000 of loans, \$4,700,000 in cash, \$2,050,816 of bonds on its trust department, and nearly \$3,000,000 of bonds among its resources besides.



OFFICE OF CUSHMAN, FISHER & PHELPS, 50 State Street.
Specialty, High Grade Bonds.



JAMES I. BROOKS,
Of James I. Brooks & Co., Bankers,
16 to 20 "Advertiser" Building.

The deposits of all kinds, savings and mercantile, in city and suburbs are upwards of \$340,000,000.

Bank clearings range from 100 to 120 millions a week, or from 350 to 460 millions a month. In 1895 they were \$4,757,685,000, and the balances for the same period were about \$550,000,000.

Yet these sums, enormous though they are, do not by any manner of means represent all the financial business of the Hub. A vast fiscal business is done here on government account, city, State, and national. Thus the State finances balance at a grand total of \$76,000,000 for the year, and those of



GEORGE G. KELLOGG.
Banker and Broker, 8 Congress Street.

the city at \$36,000,000. Postal transactions involve \$12,000,000 of money a year; internal revenue, \$4,250,000; the Custom House, Pension Office, and United States Sub-Treasury business, many mil-

lions more, — at least \$150,000,000 for basis of transactions upon government account, — taxes, revenue, city and State debts, and all.

Bank discounts here are 5 and 6 per cent. Interest, short loans, 4½ and 5; long, 6 per cent. New York exchange, the exchange chiefly handled here, ranges from 25 cents discount to the same amount premium. Savings banks pay 3 per cent. interest under the usual regulations as to deposits, etc. Mortgage rates are 4 to 6 per cent., this upon 60 per



GEN. FRANCIS A. OSBORN.
President of the Eastern Banking
Company, 43 Milk Street.



OFFICES OF JAMES I. BROOKS & CO., Bankers, 16 to 20 "Advertiser" Building.



BANKING ROOMS OF THE EASTERN BANKING COMPANY,
43 Milk Street.



SPENCER W. RICHARDSON,
Of Richardson, Hill & Co., Bankers,
40 Water Street.

cent. of the value of the property. The savings banks and trust companies, together with a few mortgage brokers, have this business in their hands.

The Clearing House has for its officers George Ripley, of the Shoe and Leather National Bank, President; Franklin Haven, of the Merchants National, Treasurer; N. G. Snelling, Secretary and Manager.

The bank presidents of the city have an organization of which N. P. Hallowell is president, and Charles H. Cole, secretary.

THE STOCK EXCHANGE.

The Boston Stock Exchange is an old and very substantial institution. It is the only American Stock Exchange at all approaching that of New

York in the style and magnitude of its transactions.

It was organized in 1834 with thirteen members. To-day it has about one hundred and fifty. The original membership fee was \$100, now it is \$20,000.



OFFICES OF RICHARDSON, HILL & CO., Bankers,
40 Water Street.



VIEW IN THE OFFICES OF BLODGET, MERRITT & CO., Bankers and Brokers,
16 Congress Street.



OFFICES OF LELAND, TOWLE & CO., Bankers and Brokers, Worthington
Building, corner of State and Congress Streets.



OFFICES OF TUCKER, ANTHONY & CO., Bankers and Brokers, 50 State Street.



OFFICES OF W. J. HAYES & SONS, Bankers, 7 Exchange Place.



OFFICES OF N. W. HARRIS & CO., Bankers, 70 State Street.



OFFICES OF GEORGE A. FERNALD & CO., Bankers and Brokers, 40 Water Street.

The building in which it is quartered is one of the costliest and most imposing business structures of the city; architecturally, indeed, one of the finest devoted to this purpose in the country. It is on State street, the Wall street of Boston, covers nearly a square of ground, and cost, with its site, over \$2,500,000. This building is owned by a corporation identified with the Exchange. Many of the principal brokers have their offices in it. It was built in 1891, and is modern throughout.

The trading room of this Exchange is a handsome, spacious, and

lofty apartment, which takes in two stories of the building. It is fifty-one by one hundred and two feet, and thirty-three feet in height. It is decorated in the style of the Italian Renaissance, with a dado of imported marble as base for fluted pilasters

whose richly carved capitals sustain the arches of the ceiling, which is coffered and stuccoed in ornate designs. The floor of this room is maple, the woodwork, fittings, and furniture mahogany. Adjoining it is the "bond room," also handsomely decorated, and roofed with glass. Trade on change here is conducted as in other cities. On the floor are the little ornamental posts labelled "Atchison,"



OFFICES OF MILLS & BLANCHARD, Bankers, Devonshire Building,
16 State Street.
Specialty: Municipal Bonds.



W. P. DICKINSON & CO. (JOHN W. DICKINSON), Bankers and Brokers,
53 State Street, Exchange Building.
W. P. Dickinson & Co., Masonic Temple, Chicago, Ill. County, City, and Corporation
Bonds a specialty.



HORNBLLOWER & WEEKS, Bankers & Brokers, 53 State Street, Exchange Building.
Henry Hornblower, J. W. Weeks. Members of the Boston and New York Stock Exchanges.



OFFICES OF E. H. GAY & CO., Bankers, 131 Devonshire Street.



OFFICES OF GEORGE C. BROOKS & CO., Bankers and Brokers, 40 State Street.



OFFICES OF R. L. DAY & CO., Bankers and Brokers, 40 Water Street.



OFFICES OF ESTABROOK & CO., Bankers, 35 Congress Street.

"Mex. Central," etc., as the case may be, signifying that this corner or that, or this station or that, is set apart for business in the particular security named.

The rule is that transactions between brokers must be made openly in the presence of the "crowd," *i.e.*, other brokers interested who may desire to trade in the stock offered. As fast as trades are made, the amounts and prices are taken, by attendants who stand by,

to the telegraph operators stationed right on the floor, by whom they are transmitted to quotation companies, whence they are sent instantaneously almost, by means of the "ticker," to the offices of brokers, banks, and others interested, both in this and



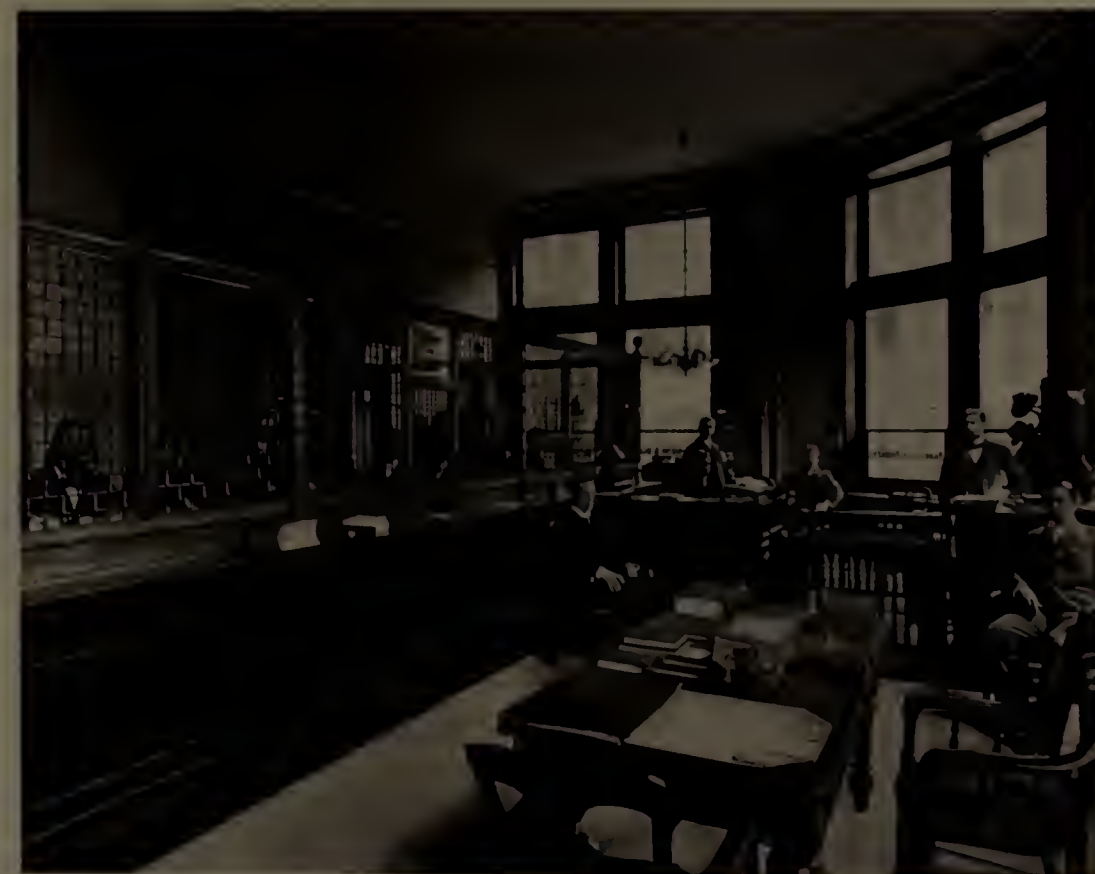
OFFICES OF E. H. ROLLINS & SON, Bankers and Dealers in Municipal Bonds, 53 State Street, Exchange Building.

other cities. Records are also kept of every sale, and a clearing house is maintained, similar in its operations to those of the banks, to facilitate business. All possible celerity, with accuracy, is aimed at.

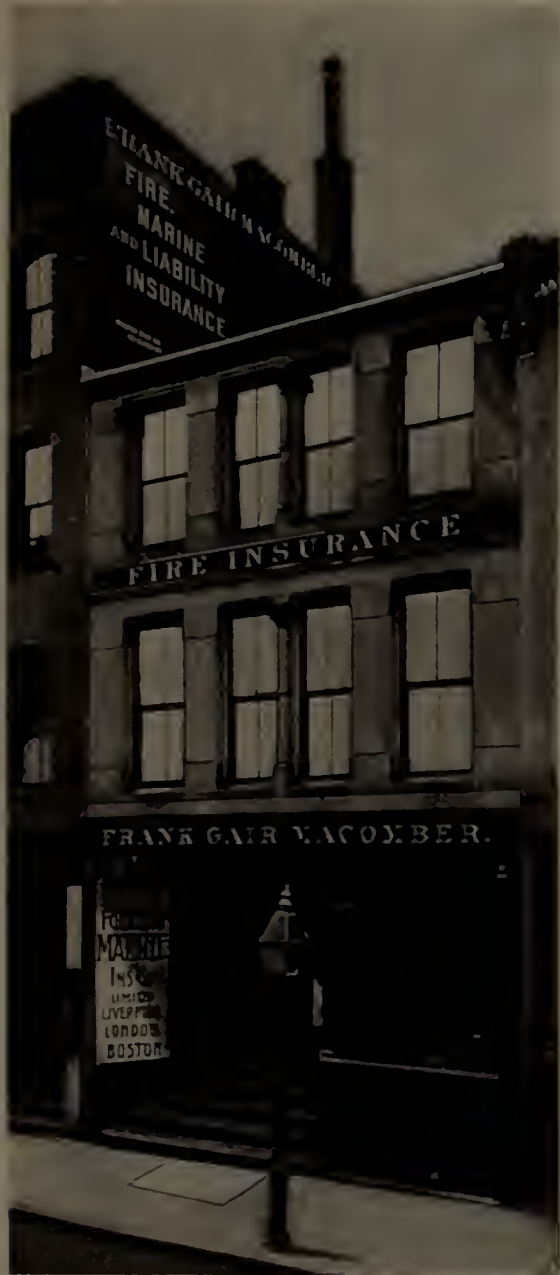
Thus a vast business is despatched between members, on the floor, by word of mouth, transmitted by the telegraph and recorded. In a single day there have been sales on this floor of nearly 2,000,000 bonds, and, at the same time, 145,000 sales of stocks.



OFFICES OF A. L. SWEETSER & CO., Bankers and Brokers, 79 State Street. Arthur L. Sweetser, Alexander Beal.



PARKINSON & BURR, Bankers and Brokers, Exchange Building. John Parkinson, I. Tucker Burr, Jr., Jos. M. Goodale, and Winthrop Burr. Established 1866. Members Boston and New York Stock Exchanges.



OFFICE OF FRANK GAIR MACOMBER,
115 Water Street.

Fire, Marine, and Liability Insurance. Agency of the British and Foreign Marine Insurance Company, Limited, of Liverpool, London, and Boston. Marine Agency of the Delaware Insurance Company of Philadelphia.

Also United States, municipal, and State bonds of all sorts; among them, the water and sewer bonds (improvement bonds), etc., of no less than eighty-one cities, Western and New England chiefly.

In a year the transactions aggregate:

	Shares sold.
Listed stocks	6,515,674
Unlisted (trust stocks, etc.)	2,478,393
Bonds (amount)	\$66,446,125

These are the figures of the year 1895. The stocks and securities dealt in here embrace pretty much the whole range of the New York stock market, with some local additions — the home banks and New England industrial concerns, for instance. Atchison and Superior copper stocks are much favored here. Most of the larger concerns in the business confine their operations to some special line — bonds, it may be, or investment securities, or something of that sort.

Printed lists of the trading show that there are dealt in here the following :

STOCKS

- Of the 60 national banks of the city.
- Of 12 Boston insurance companies.
- Of 52 New England manufacturing companies, cotton and woollen mills corporations chiefly, but others also as well.
- Of 48 Fall River manufacturing companies, cotton and miscellaneous.
- Of 24 Lake Superior and 33 other mining companies.

STOCKS AND BONDS

- Of 150 railroad companies, steam and electric.
- Of 114 miscellaneous incorporated enterprises.
- Of 21 Massachusetts gas light companies.
- Of 18 land companies.



PELEG E. EDDY,
Of P. E. Eddy & Son, Insurance
Agents, 44 Kilby Street.



JOHN H. EDDY,
Of P. E. Eddy & Son, Insurance
Agents, 44 Kilby Street.



NO. 59 KILBY STREET, CORNER OF WATER.

Offices of the North American Insurance Company of Boston, and of Patridge & Macullar, Fire Insurance Managers. The North American Insurance Company of Boston was organized in 1872. Silas Peirce, merchant and financier, is its President; Eugene E. Patridge, Vice-President; Charles E. Macullar, Secretary — the two last named of Patridge & Macullar, mentioned above.

Whatever may be said of the utility and benefits of the Stock Exchange, or *per contra*, it is clear that as an institution it has come to stay. Unquestionably the claim is true that the wonderful development of this country in the last forty or fifty years has been brought about chiefly by the power of combined capital, and unquestionably, too, the ready market afforded by

the Exchange for stocks and bonds encourages investment in railroads and other large undertakings.

In this business the Boston Stock Exchange is influential. It has assisted in the organization and promotion, and reorganization when necessary, of many big financial enterprises, like the Western

railroads; it has weathered the panics and crises of sixty years; it has stood for progress and order; and it is a measure of no small importance of the financial, and incidentally the commercial, status of Boston.

Good faith and honorable dealings are a requisite to such a business; accordingly the standard of the Exchange is high. A careful investigation is made of all candidates for admission, and membership in this body is at a premium. The officers at present are Lyman B. Greenleaf, President; Philip V. R. Ely, Vice-President; Murray R. Ballou, Chairman, Secretary, and Treasurer.



OFFICES OF THE BOSTON MARINE INSURANCE COMPANY (Partial View), 95
Kilby Street, corner Milk.



OFFICES OF THE CHINA MUTUAL INSURANCE COMPANY (Marine),
Mason Building, 70 Kilby Street, Liberty Square.



VIEW IN THE OFFICES OF THE CHINA MUTUAL INSURANCE COMPANY
(Marine), Mason Building, 70 Kilby Street, Liberty Square.

INSURANCE BUSINESS OF THE CITY. — ITS VOLUME AND CHARACTER. — THE HOME INSTITUTIONS, FIRE, MARINE, LIFE, ACCIDENT, ETC., THE MUTUAL COMPANIES. — OUTSIDE COMPANIES. — AGENCIES. — ORGANIZATIONS OF THIS LINE.

THE insurance business of Boston is very large. An enumeration of the companies doing business here takes up the whole of two fine-print pages in the Business Directory. There are several hundred of them, and as much space is required besides for the agents and agencies that represent them, who are just about as numerous.

There are forty-three local insurance companies and about eighty general agencies for outside companies established here — forty of the latter fire agents, and the rest life and accident, etc. The bulk of the business is done by these companies and agencies.

The following statement of this business has been summarized from the State Insurance Commissioners' report of 1895:

Five home fire and marine companies	\$2,264,115
Seven home liability, accident, title, and live-stock companies	590,000
Four home life companies	11,540,780
Twenty-five mutual fire and marine companies	3,730,000
Forty general agencies for outside companies	4,000,000
Forty general agencies for outside life companies, accident, liability, etc.	12,085,095

Total life, fire, accident, and miscellaneous, not including fraternal insurance organizations	\$34,209,990
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OBRION & RUSSELL, 108 Water Street.
T. L. O'Brien, H. E. Russell, General Insurance Agents. Representing the London Assurance Corporation (Fire), the Lumbermen's and United Firemen's of Philadelphia, Assurance Lloyds and National Standard of New York, the American Security Company, Fidelity Department, and the London Guarantee and Accident Company.



JOHN C. PAIGE, Insurance of every description. Occupies the entire building, 20 Kilby Street.



GEORGE P. FIELD,
Of Scull & Field, General Insurance
Agents, 85 Water Street.

Or summed up: Fire insurance (round numbers), \$10,000,000; life and accident, \$24,250,000.

Of the forty-three home companies all but nine are mutual; of the nine joint-stock companies, two are



BOSTON OFFICE OF THE TRAVELERS INSURANCE COMPANY OF HARTFORD, CONN.,
corner State and Kilby Streets.

Chartered 1863. The original accident insurance company of America, and a sound and strong life insurance company. S. F. Woodman, General Agent for Boston and vicinity.

fire companies, two fire and marine, one exclusively marine, two are title insurance, and two live-stock insurance companies.

Of the mutuals twenty-five (including one each in Cambridge, Quincy, and Lynn) are five companies, two are marine companies, four are life companies, and one an employers' liability company.

Among these home companies of the city are several of long standing. The American Fire (Francis Peabody, President), the oldest of them, was founded in 1818; the Mercantile Fire and Marine, 1823; the Lynn Mutual, 1828; Cambridge Mutual, 1833; New



STEPHEN H. RHODES.
President of the John Hancock Mutual Life Insurance Company of Boston, Mass.



BUILDING OF THE NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY, corner of Milk and Congress Streets, Post-Office Square.

One of the most imposing in the city. Of granite; fire-proof; surmounted with an emblematic bronze group. Built in 1874, from plans by N. J. Bradley, at a cost of \$500,000.



BUILDING OF THE JOHN HANCOCK MUTUAL LIFE INSURANCE COMPANY of Boston, Mass., 178 Devonshire Street.

Organized 1862; 784,738 policy holders; \$120,955,471 insurance in force.



FRANK A. COLLEY.

General Insurance Agent, 24 Central Street.

England Mutual Life, 1835; Boston Manufacturers' Mutual, 1850; the China Mutual, 1853; the Dorchester Mutual, 1855; the Arkwright Mutual, 1860; the Mutual Protective, 1861; the John Hancock Mutual Life, 1862; the India Mutual (marine), 1867; the Firemen's Fire and North American, 1872; the Boston Marine, 1873; and the Cotton and

Woollen Manufacturers' Mutual, 1875, — sixteen, altogether, more than twenty years old.

The American, mentioned above, was one of the few local fire



JAMES F. PHELPS,

Of Franklin S. Phelps & Co., 15 Doane Street. Fire, Marine, and General Insurance Agents. Established 1845. Representing London Assurance Corporation (Marine Department) and several Fire Offices.

Company, said to be one of the most prosperous, and, in point of business,—with sixty-eight millions of insurance in force at last accounts, — one of the largest marine companies in the world as well.



E. D. BLAKE.

Insurance Agent, 65 Kilby Street.

This company also leads among the joint-stock companies in premium and income receipts. In 1895 these were reported, round numbers, \$1,380,000.

The names taken by some of the mutuals indicate their specialty, thus: "Paper Mill Mutual," "Rubber

companies — there were two, in fact, only—to survive the great Boston fire of 1872.

The combined capital of the joint-stock companies of the city is \$3,057,000. Of this total, \$1,000,000 is to be credited to the Boston Marine Insur-



OFFICE OF FRANK A. COLLEY, General Insurance Agent, 24 Central Street.



OFFICE OF E. D. BLAKE, Insurance Agent, 65 Kilby Street.



CLARENCE H. HAYES,
 Constituting the firm of Lorenzo Burge, Hayes & Co., Insurance, Mason Building Business established 1848.

Manufacturers' Mutual," "Arkwright Mutual," "Cotton and Woollen Manufacturers' Mutual," "Lumber Mutual," "Boston Manufacturers' Mutual," etc. In point of business the leading mutual companies here are the Arkwright with \$770,000 annual premium income, and the Boston Manufacturers' (of which Edward Atkinson



OFFICES OF J. E. HOLLIS & CO., Insurance Agents, 35 Kilby Street.

pany, organized to insure against housebreakers, is the latest addition to the list of local companies.

The fire losses last year in the city proper amounted to \$1,074,000. This was on property insured for \$10,023,000, the market value of which was considerably



J. EDWARD HOLLIS,
 Of J. E. Hollis & Co., Insurance Agents, 35 Kilby Street.



OFFICES OF LORENZO BURGE, HAYES & CO.,
 Insurance Agents, Mason Building.
 Boston Managers Sun Insurance Office of London and Continental Insurance Company of New York.

is president) with \$900,000. Three home life companies had total premiums and receipts in 1895 as follows: New England Mutual Life (Benjamin F. Stevens, President), \$4,203,640; John Hancock Mutual Life (Stephen H. Rhodes, President), \$3,876,780; Massachusetts Benefit Life, \$3,421,500.

The business of the two title insurance companies was a little over \$97,000 in 1895; of the two live-stock companies, about \$93,000; of the two accident companies, \$280,000; and of the single liability company, \$120,240.

The New England Burglary Insurance Com-



BUILDING OF THE MUTUAL LIFE INSURANCE CO.
 of New York, 95 Milk Street, Post-Office Square.
 Richard A. McCurdy, President; Hopkins, Keep & Hopkins, General Agents.



BUILDING, 96 to 104 High Street, corner of Congress Street.
W. B. P. Weeks, Agent.



FORT HILL BUILDING, 142 to 146 High Street.

W. B. P. Weeks, Real Estate and Insurance Agent, of 178 Devonshire Street (the John Hancock Building), is agent for this and the four other buildings shown on this page. He is a prominent member of the Real Estate Exchange, making business property a specialty.



BUILDING, 25 to 29 Beach Street, and 9 to 23 Knapp Street.
W. B. P. Weeks, Agent.



BUILDING, 60 to 78 Pearl Street, corner of Wendell.
W. B. P. Weeks, Agent.

more. The fire department of the city is efficient—one of the best, in fact, in the land.

The fire underwriters of the city are organized with the following officers: President, Alfred M. Bullard; Secretary, Osborne Howes.

The Marine Underwriters and the Life Agents also have organizations.

The insurance library of the underwriters of the city is said to be the most complete collection of books upon insurance topics in the world.



BUILDING, 89 to 95 Summer Street.
W. B. P. Weeks, Agent.

THE REAL ESTATE BUSINESS AND BUILDING TRADE. — PROPERTY TRANSFERS AND VALUATIONS. — PRICES AND EARNINGS, TAXES, LOANS, ETC. — SUBURBAN PROPERTY. — THE REAL ESTATE EXCHANGE. — BUILDING CONTRACTORS OF THE CITY.

NO official record is kept of the consideration passed in the transfers of real estate in this city. One dollar is the sum usually named in deeds of conveyance. The total number of transfers during 1893 was 17,932; in 1894, 19,923; and in 1895, 21,144.

Even during the late period of dull times, the real estate business has been pretty active. With the growth of the city, values, generally speaking, are advancing, and property is in steady demand.

The mortgages registered during this same period of three years were as follows:

Year.	No.	Amount.
1893	7,239	\$36,615,275
1894	8,355	56,175,304
1895	9,147	61,052,561

During the last eight or ten years there has been a very marked advance in values, due to growth in population and business, and sometimes more directly attributed to the extension and betterment of street-railway facilities.

Taking the period of the last fifteen or twenty years, State-street property (the financial quarter) has advanced probably fifty per cent.; Washington street (the principal retail business street), thirty per cent.; Boylston street (a business street, leading through the swell Back Bay residence quarter), as much as two hundred per cent., — this upon the authority of leading operators of the trade.

In the suburbs this advance has been especially marked; some of them grow faster in population and area relatively speaking than the parent stem; hence their lands have notably enhanced.

In estimating the value of ground in Boston, the unit of measurement is the square foot. Not taking improvements into account and considering the sites



L. L. P. ATWOOD.

Real Estate Auctioneer and Appraiser, Rooms 302 and 301 Worthington Building, 31 State Street. Member Boston Real Estate Exchange. Specialty: Auction Business for Attorneys, Brokers, Agents, and Trustees.



WORTHINGTON BUILDING, State Street.



HERBERT F. WINSLOW.

Real Estate and Mortgage Broker, 7 Water Street, Room 303.



OFFICES EMPLOYERS' LIABILITY ASSURANCE CORPORATION, LIMITED, of London, England.

George Munroe Endicott, United States Manager and Attorney, 71 Kilby Street.



INTERIOR OFFICES EMPLOYERS' LIABILITY ASSURANCE CORPORATION, LIMITED, of London, England.

George Munroe Endicott, United States Manager and Attorney, 71 Kilby Street.

alone, the most valuable land in the Hub is that in the so-called financial district of the city, the quarter of the banks and principal financial institutions. Here land goes as high as two hundred dollars per square foot; but this may be called the "top-notch." In general, ground in this section ranges from forty dollars to two hundred dollars the square foot, according to the location, size of lot,

and other advantages.

Next highest in value is the retail property of the most frequented streets, Temple place, Winter street, parts of Tremont and Washington streets. Here values run from seventy dollars



FREDERICK B. CARPENTER,
Of George O. Carpenter & Son, Insurance, 92 Water Street.

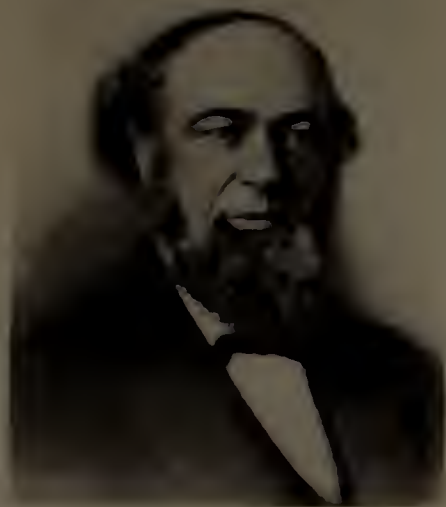


THE LATE GEORGE O. CARPENTER,
Of George O. Carpenter & Son, Insurance, 92 Water Street. President also of the Carpenter-Morton Company, Paints and Oils, 151 Milk Street.



DARLING & RUSSELL, Insurance Agents, 55 Kilby Street.

Boston Agency Connecticut Fire Insurance Company, Rochester German Insurance Company, Royal Exchange Assurance, London, Capital Fire Insurance Company, Concord, N.H., Standard Life and Accident Insurance Company, Detroit.



THE LATE JESSE GOULD.
Founder of the business of Jesse
Gould & Son, Insurance, Chelsea.



E. F. MARTIN.
Insurance Agent, of 12 Kilby Street.

to \$160, say,
per square
foot. This
last named
price was
paid for the
lot at the
corner of
Washington
and Winter
streets.

In the
wholesale quarter ground ranges from ten
dollars the square foot, on Atlantic ave-

nue, which
skirts the
wharves and is a street of ship chandleries, wool warehouses, fish packeries,
etc., to fifty dollars and sixty dollars on Summer and the intersecting
thorough-
fares, here
devoted to
dry goods,
leather,
shoes, and
other char-
acteristic
jobbing
trade. For
residence
purposes,
the best
Back Bay
sites run
from \$5 to
\$20 a foot.



GENERAL OFFICE OF E. F. MARTIN, Insurance Agent, 12 Kilby Street.



PRIVATE OFFICE OF E. F. MARTIN, Insurance Agent, 12 Kilby Street.



OFFICE OF JESSE GOULD & SON, Insurance, 284 Broadway, Chelsea.
Also, 50 Kilby Street, Boston.

*C. W. Gould, James Gould. Fire, Life, Accident, Boiler, and Liability Insurance. Es-
tablished 1857, by Jesse Gould, Sr. Since his death in 1872, continued by his sons.
A firm of long experience, sought by insurance managers in placing agencies, and
thus enabled to offer the best security against loss.*



WILLIAM H. NORRIS,
Of William H. Norris & Son, General
Insurance Agency, 24 Exchange
Place and 27 Kilby Street.

HARRY A. NORRIS,
Of William H. Norris & Son, General
Insurance Agency, 24 Exchange
Place and 27 Kilby Street.

Factory sites here,
with railroad and ship-
ping facilities avail-
able, range from fifty
cents to a dollar a foot.

Acreage for real-
estate operations in
the suburbs is five
hundred dollars to
five thousand dollars
an acre. Large tracts
of unoccupied lands
in every direction in

the suburbs are held for nothing but residence purposes. The rural dis-
tricts are pretty well out; the farming country is fifteen miles or more
away. In the financial and best retail quarter Boston prices for property are as
high as, and probably higher than, in New York or Chicago; but, going a little

farther out from the
heart of the city, are said
to be much lower than
in these other big cities.
The business quarter is
probably the most com-
pact in any American
city. It is spreading
southward chiefly, but
very slowly. Its archi-
tecture is, on the whole,
of a superior character.

The opportunity for im-
provement afforded by the great fire was not neglected. A vast amount
of money has been expended to straighten and widen streets for the accom-
modation of business in this part of the city, and this work still goes bravely
on. The railroads have been especially enterprising in improvement of
their terminals and docks. The Northern Union Station, completed in
1894, is one of the largest and finest in the world.



G. W. REED,
Of Reed & Brother, Insurance, 50
Kilby Street.



GEORGE C. BOSSON,
Of Reed & Brother, Insurance, 50
Kilby Street.



DANA W. BENNETT & CO., Insurance Agents, 82 Water Street.
Representing London and Lancashire Fire Insurance Company and Norwalk Fire Insurance
Company. Managing Agents for Massachusetts of the Standard Life and Accident
Insurance Company, Detroit, Mich., issuing all forms of accident and liability policies.



A. H. KENDALL,
Of Kendall & Buell, Insurance Brokers,
82 Water Street.



GEORGE C. BUELL,
Of Kendall & Buell, Insurance Brokers,
82 Water Street.

The new Southern Station, which is to cost several millions, must vastly improve the property which it displaces, and, generally, its whole environment.



FRED L. SAWYER.

General Agent of the Equitable Life Assurance Society of the United States, Equitable Building, Milk Street, opposite the Post Office.



UNION MUTUAL BUILDING, Portland, Me., Home Office of the Union Mutual Life Insurance Company.

Robert C. Bridgham, Manager, 4 Post-Office Square, Boston. During a career of forty-eight years this company has paid its policy-holders over \$29,000,000. Is purely mutual. Issues the latest and most approved policy contracts. The only company doing business under the Maine non-forfeiture law.



ROBERT C. BRIDGHAM.

Manager Massachusetts Department Union Mutual Life Insurance Company, of Portland, Me., 4 Post-Office Square, Boston.

As to the returns from real-estate investment, these, like rents, vary with the situation and condi-



ATLANTIC CLUB, Point Allerton, Mass.

The general growth of the city proper is to the south and west, these being the only directions open for its movement. The Back Bay residence district of reclaimed tide-lands is pretty well filled up. The Roxbury residence district, once an independent settlement, lying directly in the line of growth, is the recipient of much of the benefit of present expansion. In this district the population is growing and values rising fast. And here, as elsewhere, the suburbs grow, for the most part, faster than the parent stem. Very much of the real-estate business is of course due to this suburban advance.



HOME OFFICE HARTFORD FIRE INSURANCE COMPANY, Hartford, Conn.

James Bueiton, Manager Boston Department, 58 Kilby Street. This company commenced business in 1794, was chartered in 1810, has since occupied a prominent position among insurance companies, and is to-day one of the leading insurance companies in America.



JACOB FOX.

Life, Fire, Plate Glass, Marine, and Accident Insurance. 27 Kilby Street. A representative Boston underwriter, with a very extensive clientele. Wording policies and adjusting losses are his forte.

tions. Many investors are satisfied with four and a half per cent. net. Incomes from realty vary from this figure to seven and eight per cent. in special cases. Rents, on the whole, are high; so also are taxes with respect to real-estate investments, because based on a high valuation, and hence the practice here of comparing prices with taxable values.

For retail premises well down town, pretty stiff rentals are exacted; one place is instanced, a retail candy store on a prominent corner, which pays sixty-five hundred dollars a year; but a myriad shoppers frequent this district, and the stores are in demand. The big dry-goods stores pay rents of five thousand to fifteen thousand dollars and upward a year.

For wholesale purposes, rents are moderate, much below the above figures



CAPTAIN W. B. SEARS.

Insurance Agency, 45 Kilby Street. Established 1865. Telephone 493.

for central business places. Leases are in favor, and can be obtained for long terms. Offices also are reasonable, varying in the newer buildings as to rent for from three to seven hundred a year, and in the older buildings much less.

House rents vary with the size, location, conveniences, etc.

The flat system prevails. It has in-

vaded even the exclusive Back Bay district. The lowest rents are naturally in the outskirts and suburbs. In Roxbury and Allston, Hyde Park, and districts at a reasonable distance, a six or seven roomed house can be obtained for three hundred dollars to four hundred dollars a year. Certain parts are given over almost entirely to boarding and lodging houses, like the old-time fashionable Beacon Hill and much of the South End, with rents fixed accordingly. An earlier chapter gives the city tax-rate.



B. B. WHITTEMORE.

Insurance Agent, 55 Kilby Street. Representing the Aetna Insurance Company of Hartford, Conn., and Newark Fire Insurance Company of Newark, N.J.



MARTIN L. CATE.

Boston Agent Germania Fire Insurance Company of New York, 4 Liberty Square.



B. F. BROWN,

Of B. F. Brown & Sons, Insurance Agents and Brokers, 19 City Square, Charlestown, and 4 Liberty Square, Boston.



F. D. BROWN,

Of B. F. Brown & Sons, Insurance Agents and Brokers, 19 City Square, Charlestown, and 4 Liberty Square, Boston.

old-time fashionable Beacon Hill and much of the South End, with rents fixed accordingly.

An earlier chapter gives the city tax-rate.



LOUIS E. P. SMITH.

General Agent Northwestern Mutual Life Insurance Company, 45 Milk Street.



GEORGE B. FAUNCE.

President of the Dedham Mutual Fire Insurance Company, and of George B. Faunce & Son, Real Estate and General Insurance Agents, 2385 Washington Street, Boston Highlands



CHARLES M. FAUNCE,

Of George B. Faunce & Son, Real Estate and General Insurance Agents, 2385 Washington Street, Boston Highlands.

and sixty per cent. of values are loaned. Titles are, as a rule, eminently safe everywhere in the city and its surroundings.

Among the principal owners of city real estate are: The Fifty Associates, the Boston Real Estate Trust, the J. Montgomery



FREDERIC HINCKLEY,

Of Hinckley & Woods, Insurance, 30 Kilby and 4 Central Street.



EDWARD F. WOODS,

Of Hinckley & Woods, Insurance, 30 Kilby and 4 Central Street.



Herbert B. Hill.
Fire Insurance Adjuster, Boston, Mass.

Insurance and other charges compare favorably with those in other places. Water is furnished by the city at a low rate, gas and electric lights by private enterprise. The charge for gas is one dollar a thousand.

The cost of building is rather high, but not excessively so. Labor and material are about the same as in other places. A high standard in architecture, together with deep and narrow lots, and the narrow streets, that make it difficult to reach all sides of the building, add to the expense for construction.

This is especially true of the business parts of the city.

The building and loan associations are largely engaged in facilitating building, particularly in the suburbs. Mortgage rates run from four per cent. to six per cent.,



FRANK H. BLANEY, General Insurance and Real Estate Agent, 3 Winthrop Block, East Boston. Representing Liverpool and London and Globe Insurance Company of England; Imperial of London, Eng.; Palatine of Manchester, Eng.; Aetna of Hartford, Conn.; Insurance Company of the State of Pennsylvania.



OFFICES OF RAYMOND HAYES.

Insurance Agent, of 108 Water St., and Secretary of the Old Colony Mutual Insurance Company.



OFFICES NEW ENGLAND DEPARTMENT PENN MUTUAL LIFE INSURANCE COMPANY OF PHILADELPHIA, PA., 29 Milk Street, Boston.

Plympton & Bunting, General Managers.

Sears estate, the Frederick L. Ames estate, Ebenezer Francis estate, Eben D. Jordan estate, Exchange Building Corporation, and Hemenway estate. Most of the big modern office-buildings are held in the form of

real-estate trusts like these.

The Tremont office-building is one of the largest and most costly buildings of recent construction. It cost over a million dollars. The Tremont Temple (Baptist) is another.



RAYMOND HAYES.

Insurance Agent, and Secretary, also, of the Old Colony Mutual Insurance Company, No. 108 Water Street.



JOSEPH J. GILES.

Real Estate and Insurance, 31 Union Square, Somerville, Mass. Member State Insurance Committee of Massachusetts Legislature, 1891-92.



OFFICES OF JOSEPH J. GILES, 31 Union Square, Somerville, Mass.

Real Estate and Insurance Agent, Auctioneer, Notary Public, and Justice of the Peace. Representing American Fire Insurance Company and Mercantile Fire Insurance Company of Massachusetts, Niagara of New York, Norwich Union and Union Fire Companies. Also rents and claims collected, mortgages negotiated, and titles examined.

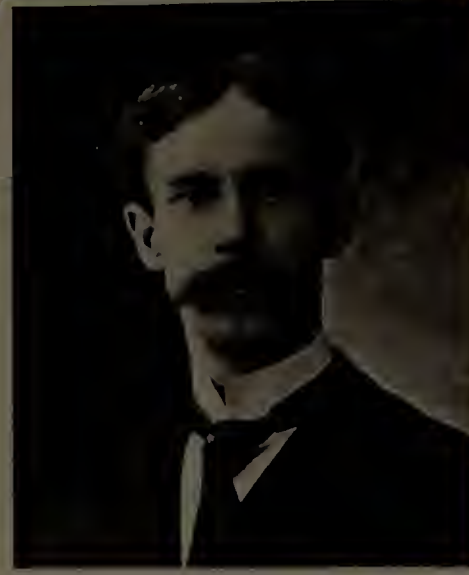
"La Touraine" hotel will cost a million, the new Southern Railroad Station, perhaps \$2,500,000. Of public works under way which should have a beneficial bearing and influence upon realty the most important is the new subway,



P. B. CORBETT.

Real Estate and Insurance Agent and Auctioneer, Justice of the Peace and Notary Public, 321 Broadway, South Boston.

designed to do away with the blocking of downtown streets with street-railroad tracks. This, however, has already been described at length. The new park system also has been mentioned already herein.



A. P. FOLK.

General Agent The Metropolitan Plate Glass Insurance Company of New York, 72 Water Street.



C. E. ROBERTS.

Manager Northeastern Department Hartford Steam Boiler Inspection and Insurance Company, Incorporated 1866. Office, 125 Milk Street.

The Real Estate Exchange and Auction

Board of Boston was incorporated by act of the Legislature in 1889.

Among its members, 151 in number, the names of many of the largest real-estate trustees and owners of the city, of almost every real-estate broker of prominence here, of the most trusted conveyancers, and best-known architects and builders, are to be found; forming altogether a powerful body for the regulation of dealings in real estate and the development and protection of real property.



WILLIAM B. CROCKER.

Real Estate Owner, 149 Congress Street.

The first president was Henry M. Whitney, and J. Morris Meredith holds the office at present. The vice-presidents are former presidents, and Messrs. Francis V. Balch, Charles Cotting, William Minot, and John



CROCKER BUILDING, 451 Atlantic Avenue, corner of Oliver Street.

William B. Crocker, Owner. George S. Parker, Real Estate and Mortgages, 178 Devonshire Street, Agent.



OFFICE OF P. B. CORBETT.

Real Estate and Insurance Agent and Auctioneer, Justice of the Peace and Notary Public, 321 Broadway, South Boston.



AUGUSTUS L. THORNDIKE.
Real Estate Owner, 50 Ames Building.

Jeffries. Frederick H. Viaux has been the treasurer from the beginning.

The Exchange has a membership in both the Massachusetts and Boston Boards of Trade. Its offices and auction rooms are on the first floor of No. 7 Exchange place.



ALBERT GEIGER.
Real Estate, 131 Devonshire Street.

ness quarter of the city during the last four or five years:

Exchange building, a massive granite building covering nearly a square of ground, \$1,800,000; Ames office-building, tallest in New England, \$560,000; new Tremont Temple, of the Baptist denomination, \$500,000;



WILLIAM A. SMITH.
Real Estate and Mortgages, 17 Milk Street. Established 1865. Member Real Estate Exchange.

BUILDING IMPROVEMENTS.

The new building and repair work of Boston in 1895 amounted to \$18,000,000. This was in the city alone.

For the other components of Greater Boston a fair estimate would be half as much more.

The tendency is toward handsomer and costlier architecture. The "sky-scraper" has not come much into vogue — building laws forbid it; but in the business centre the old buildings are fast falling before the march of improvement, and in their stead have risen lately many really imposing piles.

Following are some of the most notable structures put up in the busi-

Devonshire office-building, \$500,000; Bell Telephone building, \$480,000; Fisk office-building, \$480,000; Chamber

of Commerce, \$430,000; Copley Square Hotel, \$3,000,000; new Massachusetts building, \$450,000; "Youth's Companion" building, \$360,000; International Trust Company's building, \$550,000; building of the Real Estate Trust (wholesale stores), \$280,000; Exchange Club, \$227,000; Warren Chambers (doctors' offices), \$500,000; Alley's brewery, Roxbury, \$300,000; the

West End Railway power-house, \$300,000; and the building of the Massachusetts Hospital Life Association, \$400,000. Other important jobs might



MILES J. MERRILL,
Of Merrill & McDonald, Real Estate, Fire Insurance, and Mortgages, 31 State Street, Worthington Building.



A. A. BENT.
Treasurer Boylston Street Land Company, organized November, 1879. Its land is all in the Back Bay District of Boston, and Mr. Bent has been its Treasurer since 1882.



ELLIOTT J. HYDE.
Real Estate Agent, 31 Milk Street. Member of the Real Estate Exchange.



EDWARD H. ELDREDGE,
Of Edward H. Eldredge & Co., Real Estate Agents, 27 State Street. Successors to James T. Eldredge & Co., established 1858, and members of the Real Estate Exchange.



B. D. WASHBURN.

Real Estate, Mortgages, and Investments, 149 Congress Street. Established 1870. Unequaled facilities for handling down-town business property.

Fitchburg Railroads over \$2,500,000 for a new Union Station at the north end of the town.

There have risen, too, during this same period, a number of very fine and costly apartment houses: the



CHARLES S. JUDKINS.

Real Estate, Insurance and Mortgage Broker, 599 Broadway, South Boston. Established 1872.

also be mentioned, either lately finished or under way, like the new hotels, depots, etc., referred to elsewhere herein.

During this same time the city has expended \$2,520,000 for a new Court House, and \$2,500,000 upon the new Public Library; the State, \$3,000,000 upon an extension of the State House; and the Boston & Maine

and

“Charlesgate,” which cost \$170,000; the “Tudor,” \$300,000; the “Windermere,” \$188,000; and the “Marlborough,”

page 95, among them. And among the palatial residences of the Back Bay district built during this same time, the following are conspicuous: the Oliver Ames residence, \$200,-



STEPHEN MOXON.

Building Contractor, 48 Congress Street. Large Jobs a specialty.



C. H. BELLEDUE.

Carpenter and Contracting Builder, 5 Province Court.



C. A. NOYES.

Carpenter and Builder, 8 Province Court. Special Insurance Adjuster of the Underwriters' Association.

show off the work of some of the best men in the profession this country has produced. It is entirely within bounds to say that Trinity Church, Richardson's

000; residence of N. Thayer, \$125,000; E. V. R. Thayer, \$120,000; Mrs. J. F. Andrew, \$125,000; R. C. Hooper, \$100,000; Alexander Cochrane, \$100,000; Mrs. C. F. Adams, \$75,000; Mrs. I. M. Barnes, \$70,000; Miss E. E. Sears, \$70,000; and Charles Head, \$65,000.

The new Mechanic Arts High School, which cost \$130,000, and the Henry L. Pierce Public School, \$125,000, were also built during this same period.

Boston has afforded the field for some famous architects, — Bulfinch, Richardson, and others of scarcely less ability and reputation; and it has numerous examples to



HENRY J. BOWEN.

Real Estate and Insurance Agent and Auctioneer of Real Estate, 469 Broadway, South Boston. Member Real Estate Exchange and Auction Board.



J. SUMNER WEBB.

Real Estate and Mortgages, Room 500 Worthington Building, 31 State Street.



W. L. MORRISON,

Of Morrison & Rackley, Builders and Contractors, 167 and 169 Dudley Street.



J. W. RACKLEY,

Of Morrison & Rackley, Builders and Contractors, 167 and 169 Dudley Street.

masterpiece, and the new Public Library of McKim, Mead & White, are buildings unsurpassed of their class in America. These and not a few other fine structures, public and private, have set the Hub's architectural standard high.

There are about seventy-five architects

of good standing established here. Some of them have reputation and business all over the land.

As to builders, their name literally is legion. The two Builders' Exchanges have five hundred members, and there are very likely half as many more not identified with either organization. Many of these builders also venture abroad for business. One firm here, indeed, has put up many of the costliest public structures in the large Western and Southern cities, and is said to be

figuring, at present writing, upon a very costly Cairo (Egypt) hotel.

In view of financial conditions during the last few years, the building trade here may be considered in a fairly healthy state. There is no boom on, but the upbuilding of the suburbs continues apace, and, as has been said, the business quarter is steadily being modernized and transformed. Still another feature of the city's growth is the spread of the Back Bay residence district, on westward toward Brookline, and its expansion *en route* on either hand.

A number of large, high-class apartment houses have been put up.



J. H. BURT,

Of J. H. Burt & Co., Contractors and Builders, Blue Hill Avenue, Mattapan (Ward 24, Boston). One of the Board of Selectmen of Milton for many years.



G. L. BURT,

Of J. H. Burt & Co., Contractors and Builders, Blue Hill Avenue, Mattapan (Ward 24, Boston). State Senator for his Ward, 1884-85.



PLANING MILL AND SHOP OF MORRISON & RACKLEY, Builders and Contractors, 167 and 169 Dudley Street.



PLANT OF J. H. BURT & CO., Blue Hill Avenue, Mattapan (Ward 24, Boston). The Messrs. Burt are natives of Walpole, N.H. The firm was established in 1850, and is one of the oldest in the business.



F. H. McDONALD.

Building Contractor, of 2157 Dorchester Avenue.

with ground, about \$7,000,000.

The appropriation for the subway, a job

Several fine hotels are in prospect. Now under way is the new Southern Railroad Station, of the New Haven, New England, and Boston & Albany roads, to cost \$2,500,000, or,



RESIDENCE OF ISAAC H. DUNN, Building Contractor, 30 Hecla Street.

of masonry and ironwork, is \$5,000,000, one-fourth of which has already been expended.

The work of the building and loan associations adds to the trade here considerably. They assist chiefly in the erection of small residences,—homes for mechanics and people of moderate means,—the aggregate of which, however, is large.

It is the consensus of opinion here that building work costs a little more in this city than in the other big cities, because of delay and special expedients, necessitated by narrow streets.

Certain materials, also, are a little higher here than elsewhere.

Stone, lime, lumber, and brick are at

hand, it is true, but much of the better grade of these materials is brought from a distance. Not a little planing-mill work is done here, but a great deal comes, too, from outside parts.

The materials chiefly in use in this city for the better sorts of structures are brick of various kinds,



G. W. MORRISON.

Carpenter and Builder. Member of the Master Builders' Association. Office and Mill, 65 to 69 Wareham Street. He has built during the past twenty-three years many fashionable Back Bay residences, and has also erected and fitted up the Niles Building, 27 School Street; Commonwealth National Bank, Water Street; Suffolk County Court House (north side); and Estabrook & Co.'s Bank, 35 Congress Street.



CARPENTER SHOP, PLANING AND MOULDING MILL OF M. A. MCKIM.

Manufacturer of Interior Finish, Bank and Office Fittings, and Builders' Finish, Bacon's Building, 494-498 Harrison Avenue. W. T. McKim, Agent.



RESIDENCE AND PLANT OF F. H. McDONALD. Building Contractor, of 2157 Dorchester Avenue. Established 1895.



FRANCIS C. CREBER.

Building Contractor, 41 Eustis Street.



J. NICHOLSON,

Of J. Nicholson & Son, Contractors and Builders, 31 Stanhope Street.

chiefly high grades, and stone, mostly granite and sandstone. In the suburbs wood is largely used; it is cheaper and better adapted to suburban and rural forms of construction than brick or stone.

There are two solid organizations of contractors and material-men here: one made up of those identified, strictly speaking, with the



RESIDENCE OF EBEN MURRAY, Centre Street, Jamaica Plain.

Contractor for Excavations, Stone Work, etc.

building trades; the other, of wharf and bridge builders, excavators, dredgers, etc., as well.

The Master Builders' Association, the first named of these, owns a fine building centrally situated, and maintains rooms to which its members resort during the middle of the day. Many builders and dealers in materials have offices in this building. The total membership is 275 firms. It was organized in 1885 by the withdrawal of a number of members from an older organization. It boasts of its sound financial condition, and of its code, adopted in 1894, to regulate the business and raise the standard of procedure and practice among builders and contractors, which, it claims, is rigorously enforced. Following are its officers: E. Noyes Whitcomb,

President (president also of the Massachusetts Charitable Mechanics Association); C. Everett Clark, Vice-President; Wm. H. Sayward, Secretary and Treasurer.

The Builders' and Contractors' Association has for officers: President, W. F. Burk; Vice-President, James Lahey; Secretary, M. C. Brownell; Treasurer, L. C. Libby.



A. MURRAY MILNER.

Building Contractor, 642 Washington Street, Ward 24, Dorchester, Mass.



THOMAS J. HIND.

Contractor for Asphalt, Slate, Tin, Copper, Composition, and Gravel Roofing; Asphalt Flooring, Artificial Stone Walks, etc., and Dealer in Roofing, Sheathing, Paints, etc., 101 Milk Street. Member Master Builders' Exchange.



J. M. E. MORRILL.

Carpenter and Builder, 146 Centre Street, Dorchester District, Boston, Mass. Fine Private Residences and Public Buildings a specialty.



L. S. P. MARSH,

Of L. S. P. Marsh & Sons (L. S. P. Marsh, V. Marsh, D. Marsh, D. M. Marsh), Builders, Upham's Court, Room 2, 356 Boston Street, Dorchester.

THE BOOT AND SHOE TRADE AND LEATHER BUSINESS. — BOSTON THE LEADING MARKET OF THE COUNTRY. — CENTRE FOR SALE OF THE NEW ENGLAND FACTORY PRODUCT. — CHARACTERISTICS. — FIELD AND FIGURES. — HIDES AND BELTING. — TRADE ORGANIZATIONS.



trade at Boston has been nearly, if not quite, proportionate. Although Maine and New Hampshire are pretty important shoe manufacturing States, Massachusetts far exceeds all the others in its section. The national census of 1890 showed the following New England production :

States.	Estab.	Value of output.
Connecticut	20	\$1,535,000
Maine	53	10,335,000
Massachusetts	1,057	116,400,000
New Hampshire	64	12,000,000
Vermont	7	500,000
Rhode Island	3	160,000
Totals	1,204	\$140,930,000

Nearly half the Massachusetts product comes from the three centres of the trade, Lynn, Brockton, and Haverhill.

FACTORY OF ESTABROOK-ANDERSON SHOE CO., Nashua, N.H.

Employs 1,000 hands. Capacity, 10,000 pairs daily. Boston house, 45-47 Lincoln Street. Successors to Moody, Estabrook & Andersons, who succeeded Estabrook & Anderson Bros. Established 1879.

NEW ENGLAND makes about three-fifths of the entire American product of boots and shoes, and Boston is the place where nearly all these New England goods are sold. Its aggregate sales in this line, indeed, make it, unquestionably, the largest boot and shoe market in the world.

New England has led in this industry from the time the business had any note at all, gaining and holding precedence by the introduction of machinery, and thereby developing the factory system as it is to-day. In 1894 the total New England production was \$150,000,000 in value, and the gain in output in recent years has been at the rate of some \$4,000,000 a year. The gain in the



FACTORY OF THE E. & A. H. BATCHELLER CO., North Brookfield, Mass.

Established 1819. Capacity, 10,000 pairs a day of men's and boys' shoes. Employs 1,100 operatives. Boston office, 106 Summer Street.



MIDDLEBORO' (Mass.) FACTORY OF HATHAWAY, SOULE & HARRINGTON (Incorporated).
Manufacturers of Men's Shoes, 111 Lincoln Street.

Company established since 1876. Has wholesale branch in New York City and Chicago. Employs eight hundred hands in its factories. Output, 2,400 pairs a day.

Lynn suburban;
Brockton 21 miles
S.; and Haverhill
33 miles N.

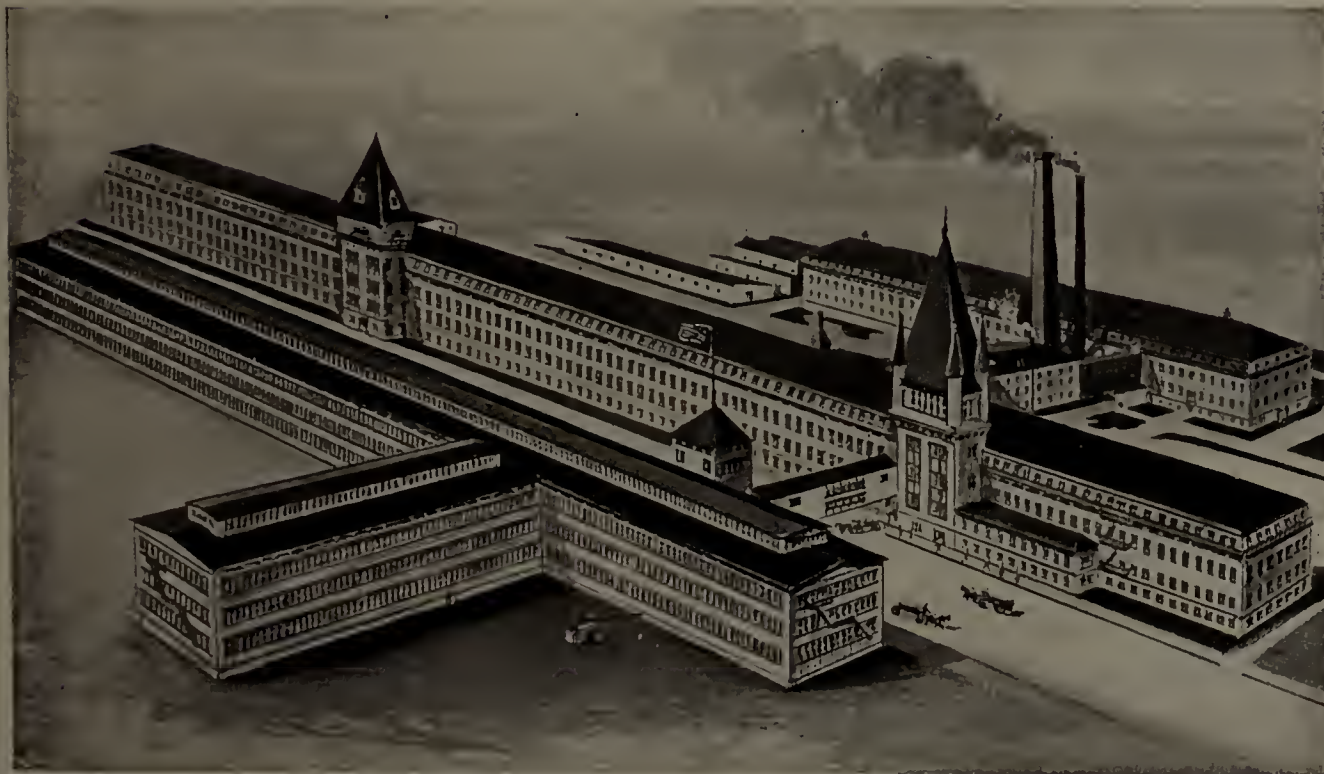
Following are the
items furnished by
the national census
of 1890, respecting
the manufactures of
these cities. These
statistics comprise
almost entirely the
manufacture of
boots and shoes.



H. A. HARRINGTON.
Treasurer and General Manager,
Hathaway, Soule & Harrington
(Inc.). Manufacturers of Men's
Shoes, 111 Lincoln Street.

THREE LEADING SHOE MANUFACTURING CENTRES.

City.	Estab.	Cap.	Wages.	Product.
Lynn .	323	\$10,600,000	\$6,833,000	\$25,800,000
Brockton,	73	6,180,000	5,000,000	16,000,000
Haverhill,	201	6,000,000	4,450,000	15,000,000
Totals,	597	\$22,780,000	\$16,283,000	\$56,800,000



FACTORY OF THE COMMONWEALTH SHOE & LEATHER CO., Whitman, Mass.
Old Colony Railroad, twenty miles out. Boston office and salesrooms, 66 Lincoln Street. Charles
H. Jones, President; C. D. Reed, Treasurer.



NEW BEDFORD FACTORY OF HATHAWAY, SOULE & HARRINGTON
(Incorporated).
Manufacturers of Men's Shoes, 111 Lincoln Street.

There are also many smaller shoe manufacturing centres near by. Some of the largest factories represented here are in the minor towns within a radius of thirty miles from this city.

As to the quality of the product handled



THE LATE JOSEPH B. LINCOLN.

One of the Founders of the Batchelder & Lincoln Company. Wholesale Boots and Shoes, and Shoe Store Supplies, etc.



WEBSTER TILESTON.

Treasurer of the Batchelder & Lincoln Company, Wholesale Boots and Shoes, and Shoe Store Supplies, 94, 96, and 98 Federal Street.



WARREN N. PETTEE.

President of the Batchelder & Lincoln Company, Wholesale Boots and Shoes, and Shoe Store Supplies, 94, 96, and 98 Federal Street.

country. In fine goods her product is small compared with the grand total handled. Certain towns are places of distinct branches of shoe manufacturing. What are known as the "South Shore" towns make men's fine wear.



BATCHELDER & LINCOLN COMPANY, 94, '96, and 98 Federal Street.

Warren N. Pettee, President; Webster Tileston, Treasurer. Manufacturers, Jobbers, and Wholesale Dealers in Boots, Shoes, and Rubbers, Shoe Store Supplies, Leather, and Findings. Established 1852; 150 employes; 18 travelling salesmen.

here, New England's output is, speaking broadly, of the medium and cheap grades of footwear, and in this grade Boston has the business of the



FACTORY OF E. S. WOODBURY & CO., Atlantic Station, Salem, Mass.

Manufacturers of Misses' and Children's Boots and Shoes. Established 1874. Employ 400 hands. Capacity, 3,000 pairs a day. Boston quarters, 129 Summer Street.



E. S. WOODBURY,

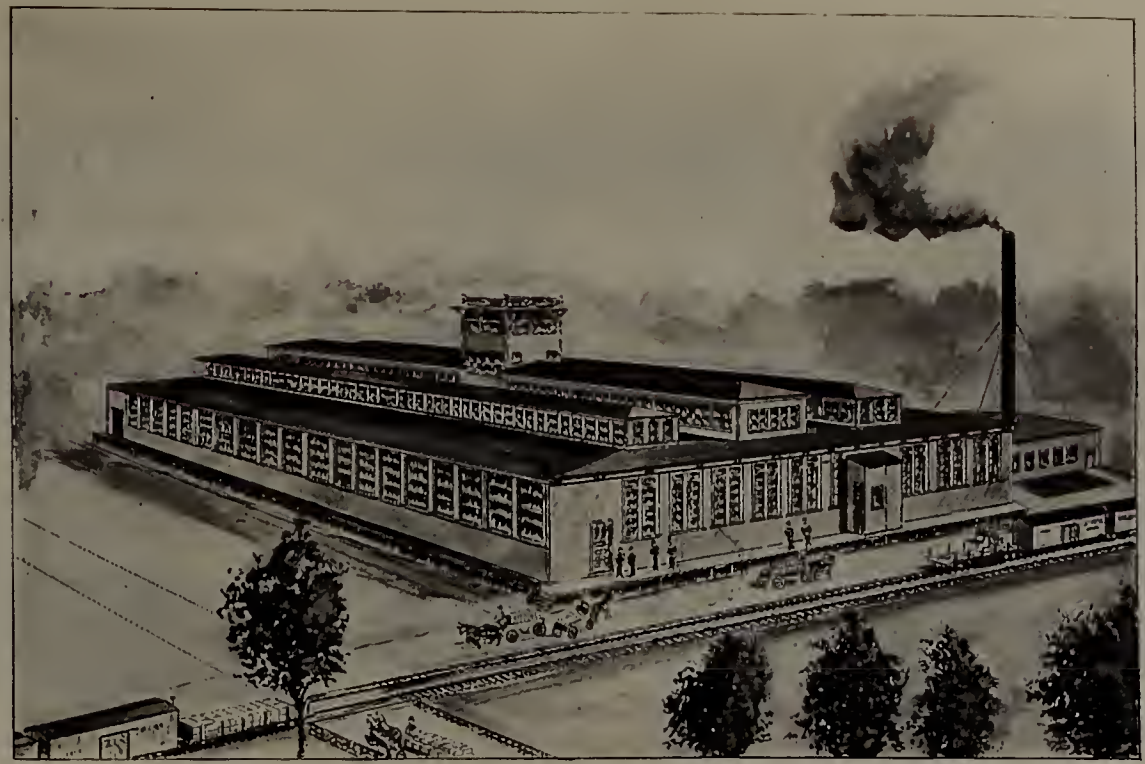
Of E. S. Woodbury & Co., Manufacturers of Misses' and Children's Boots and Shoes, Salem. Boston office and salesroom, 129 Summer Street.



ALBERT S. FOSTER,

Of Lamkin & Foster, Wholesale Boots and Shoes, 174 Congress Street, and President of the Boot and Shoe Club.

Middlesex and Worcester counties make a medium grade, New Hampshire and Maine manufacture cheap stock, and Lynn, Haverhill, and adjacent places make women's wear and slippers,



FACTORY OF JOSEPH M. HERMAN & CO., Millis, Mass.

Manufacturers of Fine Footwear. Successors to Frank, Herman & Co., established 1878. 275 employes. Capacity, 1,800 pairs daily. Boston, 81 Bedford Street, opposite the Shoe and Leather Exchange.



SAMPLE ROOM, BOSTON ESTABLISHMENT OF E. S. WOODBURY & CO.
Manufacturers of Misses' and Children's Shoes, 129 Summer Street.

respectively. The following additional details are from the "Shoe and Leather Reporters' Annual" for 1896:

There are 1,482 firms in the trade in Boston. In seventeen factories there, shoes are produced.

There are 432 New England shoe manufacturers represented in Boston. Thirty-five manufacturers and jobbers from other points have offices there.

Thirty-one shoe jobbers and sixteen rubber shoe companies are established in that city.



LAMKIN & FOSTER,
Wholesale Boots and Shoes, 174, 176, and 178 Congress Street.



CHARLES H. BAKER,
Of Baker & Creighton, Shoe Manufacturers, 8 Summer Street, Lynn.



GEORGE A. CREIGHTON,
Of Baker & Creighton, Shoe Manufacturers, 8 Summer Street, Lynn.

There are 107 firms dealing in shoe goods; 114 in shoe machinery, lasts, and patterns; and 16 make shoe dressings.

Lynn has 132 shoe manufacturers, and 236 other firms engaged in collateral branches.



BAKER & CREIGHTON SHOE FACTORY, 8 Summer Street, Lynn, Mass.
Established 1877. Employs 200 hands. Specialties: Ladies', Misses', and Children's Fine Shoes. Capacity, 1,200 pairs a day.

Women's shoes are the product made in these 132 concerns, that branch being this city's specialty.



VIEW IN THE FACTORY OF HERSEY, DAMON & SPRAGUE, 88 High Street.
T. W. Hersey, R. Damon, C. H. Sprague. Manufacturers of Machine-sewed Carpet, Grain Leather, and Felt Slippers, and Bals. Established 1877. Sixty employes. Capacity, 6,000 pairs a week. (208)



FACTORY OF HILLIARD & MERRILL, Soles and Leather, 429 to 437 Washington Street, Lynn, Mass.
Frank Hilliard, Albert R. Merrill. Established 1881.



CHARLES A. VINAL,

Of Charles A. Vinal & Co., Shoe Manufacturers' Goods and Leather, 35 and 37 High Street, and 259 and 261 Purchase Street.



ARTHUR WALLACE POPE.

Dealer in Leather and Shoe Manufacturers' Goods, 45 High Street.



GEORGE P. SEWALL.

Commission Merchant. Union Crop Sole Leather and Scoured Oak Backs, 69 South Street.

and producing their shoes in other than New England States.

The total shipments of shoes from Boston in 1895, according to the annual of the "Shoe and Leather Reporter," were 4,054,465 cases.

Of this total a little over forty per cent. went to the

In Brockton and Cam- pello are 56 shoe manu- facturers who make men's shoes.

Haverhill has 161 shoe factories. It is jocularly known as "Slippertown." There

are here 19 dealers in cut soles, 112 who sell innersoles and taps, and 23 pattern and trim- ming mak- ers.

There are 812 manu- facturers in

Massachusetts, not including firms having stores in Boston,

south and southwestern districts of the country, in which parts the New England manufacturer enjoys, if not a monopoly, the lion's share at least



DANIEL W. WILCOX,

Of Day, Wilcox & Co., Limited, Leather Dealers, 34 South Street, Boston.



VIEW IN THE STORE OF THE UNITED STATES LEATHER COMPANY.



THE UNITED STATES LEATHER COMPANY,
204 Essex Street.

of the trade. The South and Southwest indeed are to Boston its best trade tributaries for boots and shoes, as the following of the city's business show:

The South takes from Boston about 1,750,000 cases of New England shoes; the Middle States, 865,000; the West, 1,000,000; the Pacific States, 100,000 cases.

The cities taking the largest aggregate were: St. Louis, 607,065 cases; New York City, 349,900; Chicago, 303,060; Baltimore, 168,660; Philadelphia, 168,060; Cincinnati, 124,770; Nashville, Tenn., 102,050; Cleveland, O., 91,692; Louisville, 72,050; Pittsburg, 72,212; Atlanta, Ga., 68,470; Knoxville,



WALTER S. KEENE.

Wholesale Sole Leather, 272 Purchase Street. Also Representative of L. B. Clark & Co., Sole Leather.



M. H. MERRIAM.

Manufacturer of Staying, Binding, California Welting, Shoe Piping, Top Facing, Cloth Linings, and Button Stays, specialties very favorably known to all large manufacturers of boots, shoes, and clothing. Office and salesroom, 31 High Street. Established 1857.



N. L. MCKAY.

Boston Manager Albert Trostel & Sons, Tanners, of Milwaukee, Wis. Boston office, 55 to 59 South Street.



BAXTER, SCHENKELBERGER & CO., 348 to 352 Congress St. Manufacturers of Cut Sole Leather, and Wholesale Leather Dealers, (210) Boston, U.S.A., and London, Eng.



ALBERT TROSTEL & SONS' TANNERIES, Milwaukee, Wis. N. L. McKay, Boston Manager, 55 to 59 South Street.



DUBOIS & VAN TASSEL BROS.' TANNERY, Dubois, Clearfield County, Pa.
Specialty: Grain and Split Leather. Boston office, 43 to 47 South Street.



ALEX. R. VAN TASSEL,
Of DuBois & Van Tassel Bros.
Tannery, Dubois, Pa.



E. D. VAN TASSEL,
Of DuBois & Van Tassel Bros., Tan-
ners of Grain and Split Leather,
43 to 47 South Street.



BAY VIEW TANNERY
MILWAUKEE



ISLAND TANNERY
MILWAUKEE



MENOMONIE TANNERY MILWAUKEE

THE PFISTER & VOGEL LEATHER COMPANY, Milwaukee, Wis.,
Boston, and New York.

Boston sales departments, 163 Summer Street.



CHEBOYGAN TANNERY. CHEBOYGAN, MICH.



BOSTON STORE

Tenn., 70,363; Lynchburg, Va.,
67,400; Buffalo, N.Y., 63,250;
Richmond, Va., 56,923; San
Francisco, 52,872; New Orleans,
50,318; St. Joseph, Mo., 46,494;
Memphis,
Tenn.,
42,560.

Other large
buyers here were:
Toledo, O., 40,
500 cases; Oma-
ha, 36,000;
Roches-
ter, N.Y.,
38,000;
St. Paul,
Minn., 44,
000; Min-
neapolis,



FRANK A. CUTTING.

Dealer in Canada, New York, and
Pennsylvania Hemlock Bark, 501
Shoe and Leather Exchange, 116
Bedford Street.



J. A. ROARTY.

Dealer in Sole Leather and Upper and Soie Leather Remnants, 4 South Street. Manufacturer of Goodyear Welting and Men's Shoe Trimmings, with factory at Brockton, Mass. Established 1884, and has a large foreign trade.



J. G. McCARTER.

Manufacturer of Boot and Shoe Trimmings, 146 Oliver Street. Established 1881.

18,000; Milwaukee, 30,000; Indianapolis, 30,000; Detroit, 37,000; Charleston, S.C., 23,000; Syracuse, N.Y., 23,000; Galveston, Tex., 20,000.

A total of 5,135 cases is set down in these reports as shipped abroad,—to Canada, 2,861

cases; Jamaica, 1,284; Sandwich Islands, 816; Nicaragua, 174.

Since 1873 the shoe trade of Boston has trebled. In that year the total shipments were

1,336,553 cases. In 1880 they were 2,263,890 cases; in 1887, over 3,000,000 cases; in 1895, as we have seen, more than 4,000,000 cases.



SALESROOMS OF THE UNION SPECIAL SEWING MACHINE COMPANY, 17 South Street.

Manufacturers of 1, 2, 3, and 4 needle high-speed sewing machines for all kinds of dry-thread manufacturing purposes.



STEPHEN DOW & CO., Manufacturers of Grain and Split Leather, of No. 6 High Street, Boston. Factory, Cross Street Station, Woburn, Mass.

(212)

Established as A. Thompson & Co., 1814. Style changed to Stephen Dow & Co., 1871.



GEN. ABIJAH THOMPSON.

Founder of the business of Stephen Dow & Co., Manufacturers of Grain and Split Leather, Boston and Woburn.



NEW BUILDING OF THE FAYETTE SHAW LEATHER COMPANY.

136, 138, and 140 Beach Street, leather district of the city.



FAYETTE SHAW,

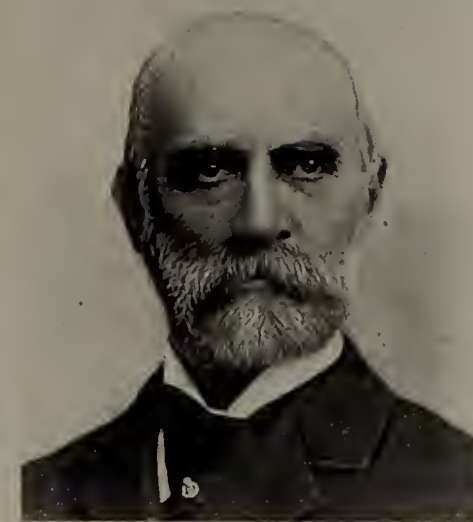
Of the Fayette Shaw Leather Company, Inc. Manufacturers of and Commission Dealers in Sole Leather, 136 to 140 Beach Street.

Growing Western competition is a striking feature of the shoe-manufacturing industry of the country. Whereas it is not so many years since New England had a virtual monopoly of shoe



EDWARD P. HURD.

Manager of and Agent for McKay & Copeland Lasting Machines and Accessories, 113 Lincoln Street, Boston, Mass.



GORDON McKAY.

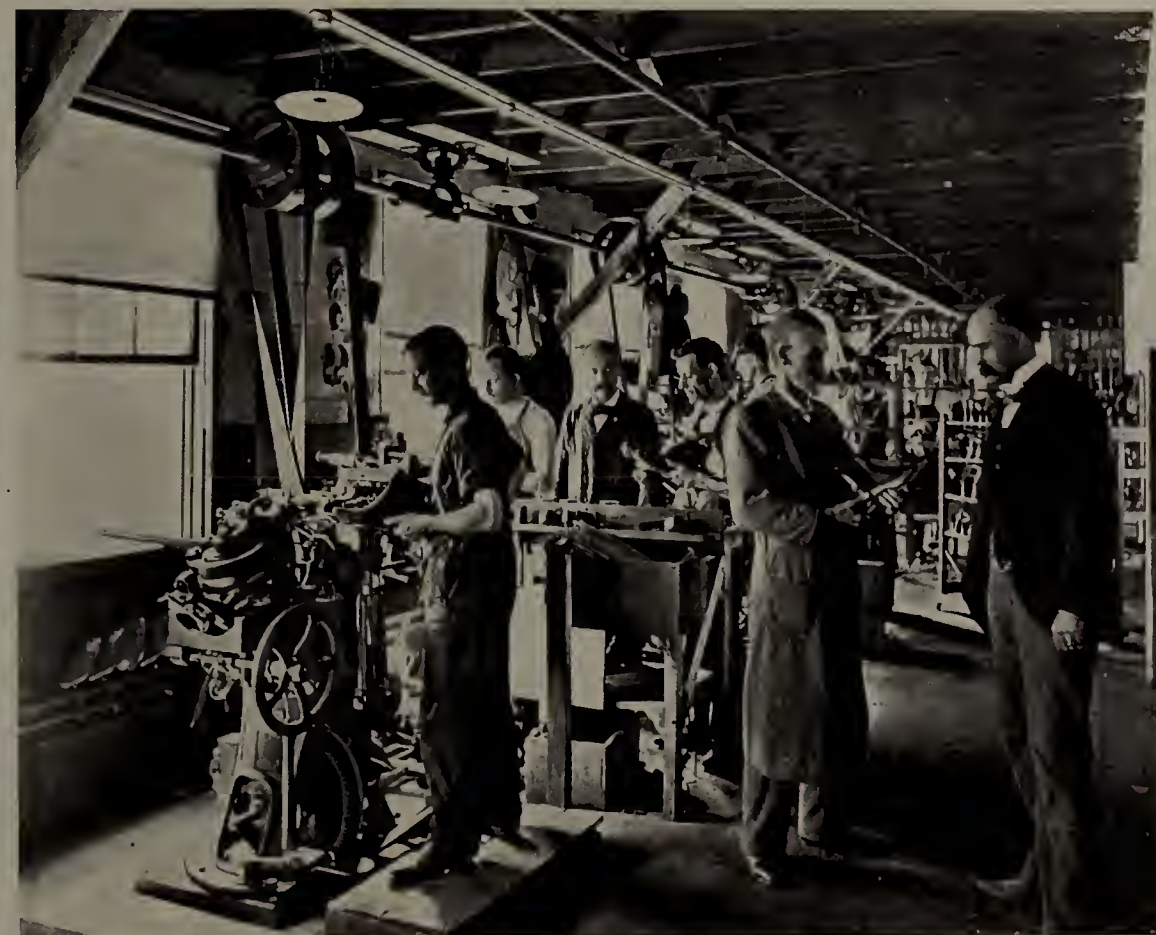
Treasurer McKay & Copeland Lasting Machine Company, Portland, Me.

Whereas it is not so many years



TACK MAKING AND TACK SETTING PLANT OF EDWARD P. HURD, Kingston, Mass.

Manufacturer of Tacks and Tack Strips for lasting Boots and Shoes in connection with McKay & Copeland Lasting Machines, and other machines also, and for export.



McKAY & COPELAND LASTING MACHINES IN OPERATION.

In one of the factories of the S. H. Howe Shoe Company, Marlboro', Mass., who employ forty odd of these machines.



F. N. STACKPOLE,
Of the Boston Blacking Company,
96 Beverly Street.



E. F. WILDER,
Of the Boston Blacking Company,
96 Beverly Street.



GEORGE D. PIKE,
Of the Boston Blacking Company,
96 Beverly Street.



J. H. ORDWAY,
Of the Boston Blacking Company,
96 Beverly Street.



J. R. STUART, JR.,
Of the Boston Blacking Company,
96 Beverly Street.

manufacture, with a product represent-
ing eighty-five per cent. of the entire
American output, and Massachusetts
then was credited with seventy-five
per cent. of the business, with the

growth of the country the
business has grown, and at
the same time has so changed,
that to-day it is conceded

that forty per cent. of the shoes made
are manufactured west of the Hudson
River.

Boston, however, holds its own, and
more than holds its own, as a market, as
the figures just quoted show.



BOSTON FACTORY NO. 2 OF THE BOSTON BLACKING
COMPANY.



MAIN OFFICE AND FACTORY NO. 1 OF THE
BOSTON BLACKING COMPANY,
94 to 100 Beverly Street.



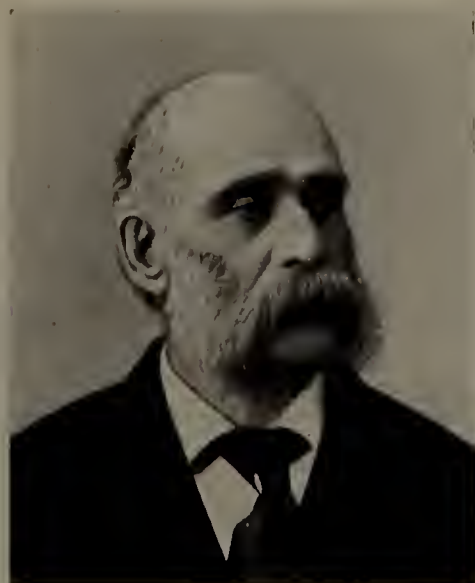
CHELSEA FACTORY OF THE BOSTON BLACKING COMPANY,
corner Cypress and West Third Streets.



FACTORY OF THE BAY STATE BELTING COMPANY, corner A and Richards Streets, South Boston.

Here some of the largest jobbing shoe houses of the country are established. The largest in the country, in fact, is

here, a house doing \$4,000,000 of business a year. Two or three others do a business in the neighborhood of \$3,-



JOSIAH N. BRACKETT,
Of Josiah Brackett & Son, Commission Dealers in Leather, 251 and 253 Congress Street and 549 Atlantic Avenue.



GEORGE BROOKS,
Of Brooks & Co., Importers of and Dealers in Shoe Manufacturers' Goods, 97 Summer Street.

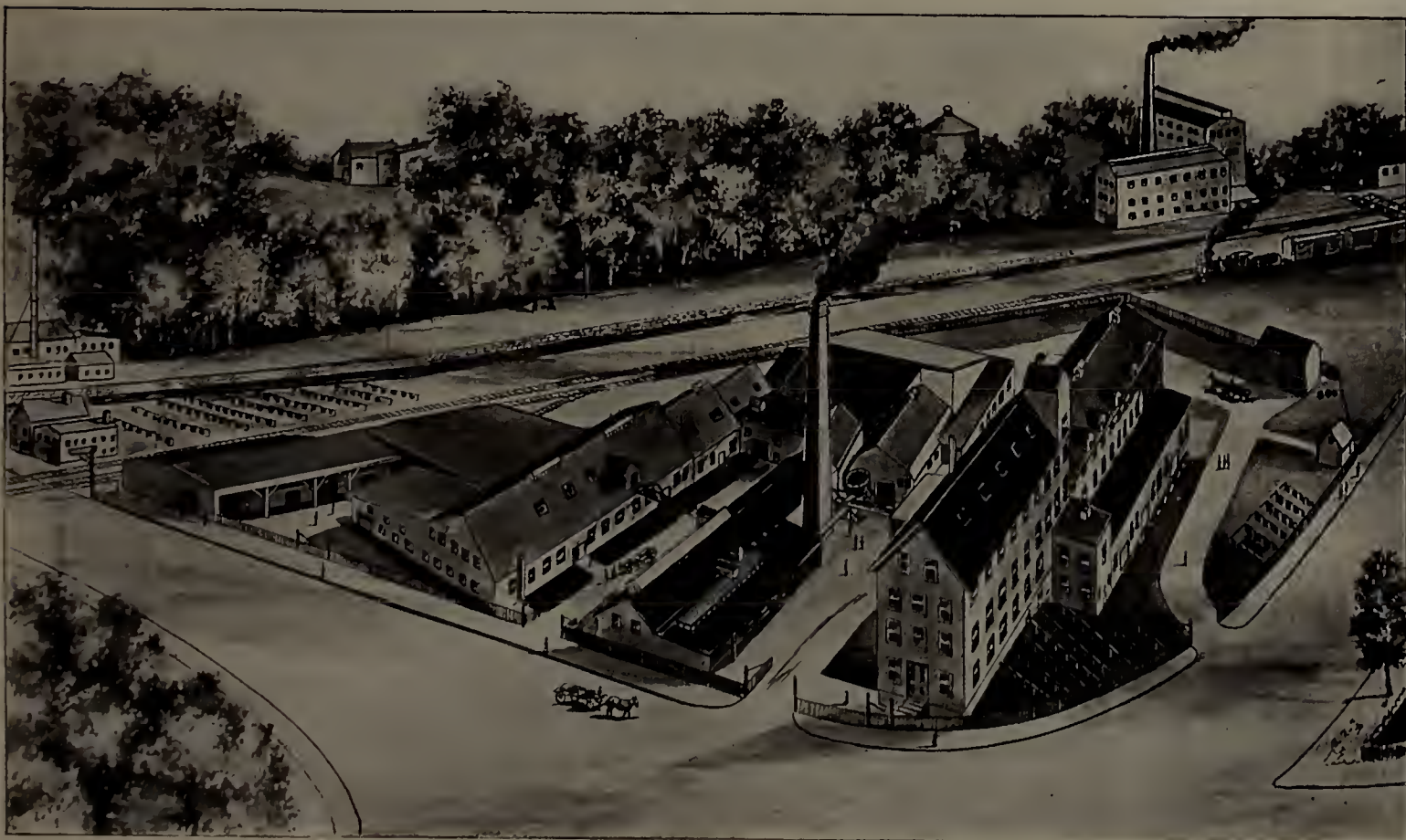
000,000 of annual sales, and there are several that go beyond the \$2,000,000 mark.

Those having illustrations herein are among the most conspicuous in this particular here.



JOSIAH BRACKETT & SON, 251 and 253 Congress Street and 549 Atlantic Avenue.

Commission Dealers in Rough and Shoulder Splits, Bellies, Roundings, Trimmings, Upper and Scrap Leather and Sumac. Established 1823.



TANNERY OF THE BAY STATE BELTING COMPANY, Salem, Mass.

Specialty: Indian Tanned Belting, etc.



BUILDING OF THE FLAGG MANUFACTURING COMPANY, GLOBE BUFFER COMPANY, AND UNION EDGE SETTER COMPANY.

G. H. P. Flagg, President, 110 Lincoln Street.

The rubber shoe trade is, in a jobbing way here, intimately allied with the boot and shoe trade proper. Upon this topic, however, we shall speak more in detail further on.

The shoe trade of Boston occupies,



G. H. P. FLAGG.

President of the Flagg Manufacturing Company, Globe Buffer Company, and Union Edge Setter Company, 110 Lincoln Street.

along with the leather trade, certain streets in the business quarter pretty compactly. There are views of the streets in the shoe and leather district of the city in another part of this work. The exchanges and organizations of the trade are in

the midst of this district. Chief among these organizations are the New England Shoe and Leather Association (exchange of the trade), F. W. Breed, President, and the Boston Boot and Shoe Club, A. S. Foster, President.



W. H. ALLEN & SON, 72 and 74 High St. Commission Merchants and Dealers in Leather, Hides, and Skins.



OFFICE OF THE LELAND BELTING COMPANY.

Shas Leland, President; R. C. Taylor, Secretary and Treasurer. Manufacturers of Leland Belting, Oak Tanned Belting and Lace Leather, and Dealers in General Mill Supplies.



HENRY K. BARNES, Manufacturer of Pulverized Material of Glass, Quartz, Slate, etc.

Office, 104 Franklin Street, Boston.



R. C. TAYLOR.
Secretary and Treasurer Leland
Belting Company.

HENRY C. HUNT,
Of the Henry C. Hunt Company,
Manufacturers of Leather Belting,
at 45 Arch and 32 Oliver Street.
Established 1847.

HENRY K. BARNES.
Manufacturer of Leather Belting and
Lace Leather, 104 Franklin Street,
197, 199, and 201 Devonshire Street,
Boston.

Also the Boston Shoe
Associates, J. L. Jellerson,
President, and the Retail

Shoe Dealers' National Association, F. W. Gilbert, President. The
Lynn Board of Trade, H. B. Sprague, President, is composed largely of

shoe manu-
facturers.

The manu-
facturers
of Brock-
ton, Haver-
hill, and the
other large
centres of
manufac-
ture in the
State also
have local
trade or-
ganizations.



HENRY K. BARNES, Manufacturer of Pulverized Material of Glass, Quartz,
Slate, etc.
Office, 104 Franklin Street, Boston.



HENRY K. BARNES, Manufacturer of Leather Belting and Lace Leather.
104 Franklin Street, 197, 199, and 201 Devonshire Street, Boston.



HENRY K. BARNES, Manufacturer of Leather Belting and Lace Leather.
104 Franklin Street, 197, 199, and 201 Devonshire Street, Boston.

THE LEATHER TRADE OF THE CITY.

There are, it is computed by competent authority,—the “Shoe and Leather Reporter” of this city, organ of the trade,—no less than 75,000 hides of all kinds stripped off in the United States for every day in the year, Sundays included. Of the hides thus produced in this country, in 1895 (an average year in the trade) there were 13,000,000 tanned into sole and upper leather. In addition to these there were 5,000,000 hides imported and tanned here. This makes 18,000,000 hides, or 36,000,000 sides, as the total sole and upper leather production of the United States.

These figures do not include sheep and calf skins, of which there is no reliable record available for this compilation.



FACTORY NO. 2. BOSTON RUBBER SHOE COMPANY, Fells, Mass.

This company has \$5,000,000 capital, 3,000 operatives, and an output of 15,000,000 pairs a year. Its product goes to all the world. Boston office, 245 Causeway Street.



FACTORY NO. 1. BOSTON RUBBER SHOE COMPANY, Malden, Mass.

Boston is, speaking safely, the market for two-thirds to three-quarters of this whole product.

Of the 36,000,000 sides referred to above as the product of the country, something like five-eighths are upper leather and three-eighths, approximately, sole leather. Upper



HON. ELISHA S. CONVERSE.

President of and Principal in the Boston Rubber Shoe Co. Founder of the Converse Memorial Library, Malden, and Malden Hospital.

leather averages in price \$1.80 a side; sole leather, \$2.50 a side. With these factors for calculation a fair

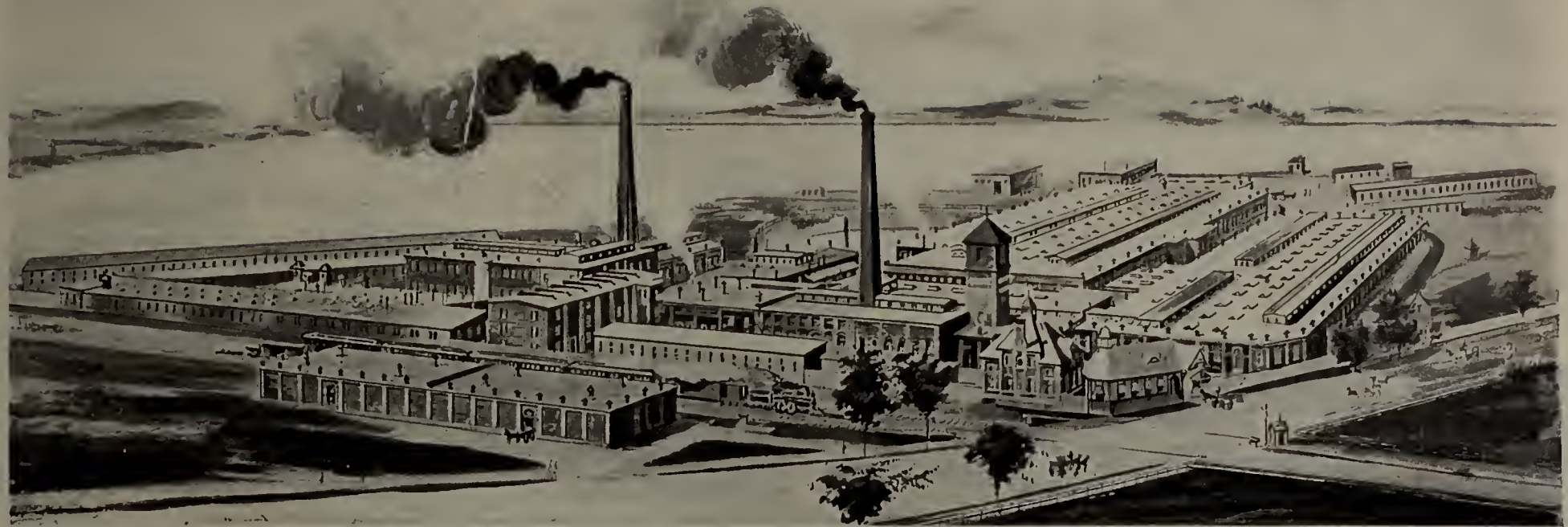
idea of the volume of Boston's leather trade can be obtained. Reckoning it roughly, that trade would be some-

thing like forty-five to fifty million dollars annually. Boston, in fact, is the world's greatest leather



L. D. APSLEY, M.C.

President and Treasurer of the Apsley Rubber Company, Hudson, Mass. City Office, 126 Bedford Street. (Member of Congress from 4th District of Massachusetts.)



WORKS OF THE REVERE RUBBER COMPANY, Chelsea, near Boston.

This company manufactures mechanical rubber goods of every description. It has \$1,500,000 capital, 900 employes, 15 branch houses, 43 agencies, 50 travelling men, and a world-wide trade. Its general offices are at 63 Franklin Street, Boston.



WORKS OF THE APSLEY RUBBER COMPANY, Hudson, Mass. (Boston & Maine Railroad, twenty-eight miles out.)

Manufacturers of Rubber Clothing. L. D. Apsley, M.C., C. F. Hamilton, H. C. Norton, Directors.



TREASURER'S OFFICE, REVERE RUBBER COMPANY, 63 Franklin Street.

Mr. Henry C. Morse, Treasurer, at his desk.

market, outranking, in the value and extent of its trade in this staple, all other cities, home or foreign.

It is a market chiefly for the common or staple grades of leather, the varieties known as "oil grain," "plow grain," "wax," "kip," "satin," and "glove" leather, etc., from which footwear for the great consuming multitude is made. Nearly all the New England shoe factories are supplied by or through this market; and here, besides many local houses of note in the business, are branches, or sales agencies, of the great Western tanneries, — some doing a business here up in the millions, — and of such extraordinary concerns of this line as



VIEW IN THE WEAVING MILLS OF THE HUB GORE MAKERS, Brockton, Mass.

This company manufactures elastic for shoes. Received highest awards, Chicago World's Fair, 1893, San Francisco, 1894, Atlanta, 1895, and Boston, 1895. Largest concern of the kind in the world. Trademark, a heart on the reverse of the elastic, inside the shoe. City office and headquarters, 91 Bedford Street, Boston.



F. B. PENNINGTON.

General Manager of the Standard Rubber Corporation, Brockton, Mass.



THE LATE HENRY G. TYER.

Founder of the Tyer Rubber Company, Andover, Mass., and 50 Bromfield Street, Boston.

the United States Leather Company, which, to a very great extent, controls the market price and trade.

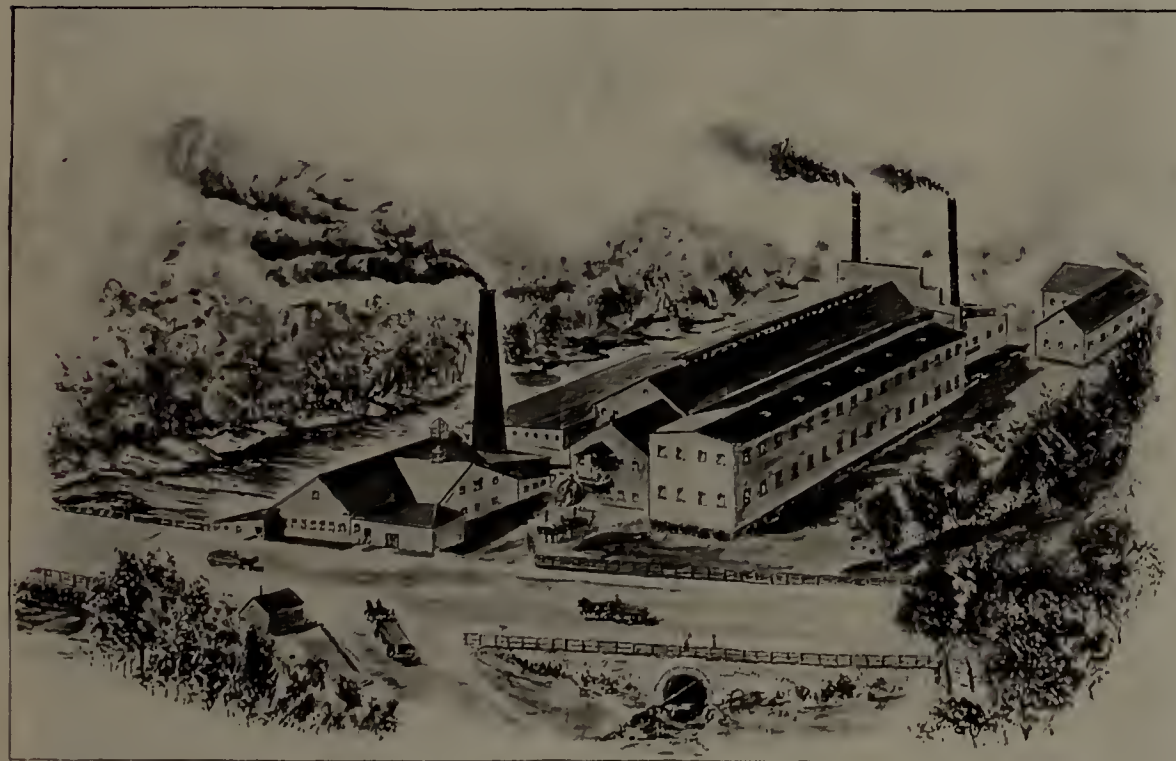
Very naturally, in a centre of the trade like this, there are many manufacturers of shoe goods and shoe machinery represented, — foundries which make a specialty of machinery and appliances, sewing-machine companies, manufacturers of blacking and shoe dressing, cut soles, etc. The Directory gives the number of houses of all classes in the trade, and in the various classifications, as follows: Upper and sole leather, 136; kid and sheep, 94; remnants, 27; cut soles, 20; counters, 10; leather board, 13; shoe goods, 107; shoe machinery, lasts, and patterns, 114; shoe dressings, 16; hides, 44; tanners' machinery, 8; oils, extracts, and tanning materials, 42. The great bulk of the stock and materials for factories having a production of nearly \$150,000,000 worth of shoes is handled in this city. The receipts of leather at Boston in 1895 embrace more than 1,000,000 rolls, bundles, bales,



FACTORY AND MAIN OFFICE OF THE TYER RUBBER COMPANY, Andover, Mass.
Manufacturers of Tyrian Rubber Goods, Druggists' Sundries, and Moulded Specialties.
Boston office, 50 Bromfield Street.



FACTORY OF THE FRANKLIN RUBBER COMPANY. Fuller, Leonard & Small, Proprietors.
Maplewood Station, Malden, Boston & Maine Railroad, six miles out. Specialty: Mackintosh and Cravenette Garments. Boston office, 13 Franklin Street.



NEWTON RUBBER WORKS, Newton Upper Falls, Mass.
Boston office, 89 Summer Street. Manufacturers of Mechanical Rubber Goods. Bicycle Tires a specialty. Long Distance Telephone.



FACTORY OF THE STANDARD RUBBER CORPORATION, Brockton, Mass.
Makers of the "Standard" Mackintoshes. Branch sales offices, 67 Chauncy Street, Boston; 416 Broadway, New York.



OFFICES UNITED STATES RUBBER COMPANY, corner Chauncy and Bedford Streets.

were of the value of \$9,827,864. But in domestic hides the trade is small in comparison with the consumption of leather here.

There are still, as we have seen, quite a number of hide brokers and dealers here, but the business is not remarkable.

cases, etc., of finished leather; 1,380,000 rough sides; 5,445,000 hemlock sides; 2,635,000 union sides; 50,000 bellies; 195,500 oak sides; and over 333,000 bundles, bales, and other packages of scrap.

The importations of hides and skins through this port in 1895



BUILDING OCCUPIED BY THE UNITED STATES RUBBER CO., cor. Chauncy and Bedford Streets.



WORKS OF THE CLIFTON MANUFACTURING COMPANY.

Manufacturers of Fine Quality Mackintosh Clothing. Established 1879. A. M. Lougee, Treasurer. Office and salesrooms, 65 Franklin Street, Boston; New York, 649 Broadway; Chicago, 183 Dearborn Street.



OFFICES UNITED STATES RUBBER COMPANY, corner Chauncy and Bedford Streets.



CHESTER J. PIKE.

Selling Agent United States Rubber Company, corner of Chauncy and Bedford Streets.

The beef of the country nowadays is killed in the big slaughterhouses of the West, and shipped thence to all railway points in the land. The local slaughterers, as far as any importance attaches to output, are, except in the great cities, East and South; practically extinct. This brings the



WORKS OF THE BOSTON BELTING COMPANY, Roxbury.

Oldest and one of the largest works in the world making Rubber Goods. Cover more than three acres; employ about six hundred hands; represent \$1,000,000 capital invested, with a large surplus. James Bennett Forsyth, Manufacturing Agent and General Manager. Office, 256 Devonshire Street. New York, 100 and 102 Reade Street.



FACTORY OF THE DAVIDSON RUBBER COMPANY, Somerville, Mass.
Manufacturers of Druggists' Sundries, Stationers' Supplies, and Specialties.
W. N. Lockwood, Treasurer, 19 Milk Street, Boston.

bulk of the hides into Western cities, and so in the West they are very largely tanned.

Still many large concerns of this sort yet hold out here. The tanning towns of Massachusetts are Salem, Lynn, Peabody, Woburn, Winchester, and Stoncham, all within a short distance of this city. Including morocco and kid manufacturers, there are one hundred and sixty tanners and curriers in the State. The thirty leading estab-



FACTORIES OF THE AMERICAN RUBBER COMPANY, East Cambridge.
Boston offices, 37 Bedford Street.



WORKS OF THE BOSTON GORE AND WEB COMPANY, corner of Parker Street and Crescent Avenue, Chelsea.

Manufacturers of Fine Shoe Elastic and Elastic Surgical Bandage Webs. Edmund A. Hopkins, President; Alfred Hopkins, Treasurer; Frank H. Curry, Secretary. Boston office, 139 Summer Street.



ALFRED HOPKINS.

Treasurer Boston Gore and Web Company, Chelsea.



THOMAS MARTIN.

Treasurer T. Martin & Bro. Manufacturing Company, Elastic Web Manufacturers, Chelsea, Mass.

lishments of the places just mentioned employ, in good seasons, an average of 150 men each, or 4,500 in all. They sustain here other lines of trade,— trade in bark, in oils and dressings, etc.; the bark brought from

Pennsylvania, Canada, and Newfoundland, oils and dressings made here or in Gloucester, and other materials imported.

They produce, mainly, those kinds of leather used chiefly in the manufacture of cheap and medium grades of shoes, the particular line in which New England holds supremacy. The other



T. MARTIN & BRO. MANUFACTURING COMPANY, Elastic Web Manufacturers, Chelsea, Mass.

William Martin, President; Thomas Martin, Treasurer; J. O. Fryer, Secretary; H. Martin, Selling Agent. New York office, 108 Worth Street.



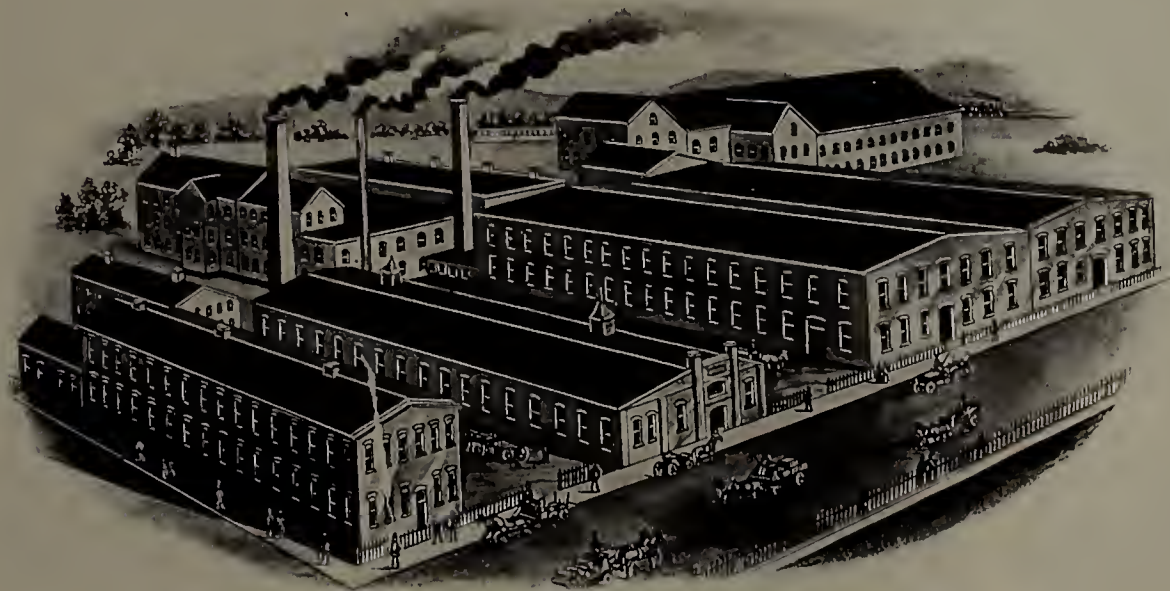
SALESROOMS OF THE STOUGHTON RUBBER COMPANY, 24 Summer and 87 Hawley Street.



WORKS OF THE CONANT RUBBER COMPANY, South Framingham, Mass.

Proofer and Manufacturers of Fine Mackintoshes. Office and salesroom, 170 Purchase Street, Boston.

great tanning centres for upper leather, Milwaukee, Sheboygan, and Fond du Lac, Wis., Olean, N.Y., Dubois and New Milford, Pa., all sell largely of their product in this market through representative concerns established here. Sole leather is now made chiefly in the West, and its output is controlled, in large measure, by the United States Leather Company, which also has one of its most important establishments here.



FACTORY OF THE STOUGHTON RUBBER COMPANY, Stoughton, Mass.

Manufacturers of Highest Grade Mackintoshes and Rubber Clothing. Proprietors of the Hall Rubber Company and New England Agents for the New York Belting and Packing Company (Ltd.).

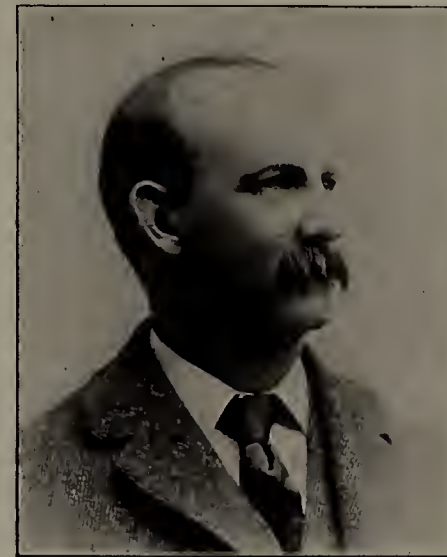
In tanning and shoe-making this country leads the world. The Old Country methods are both tedious and cumbersome. It takes more hands there to do the same amount of work, and the leathers made are inferior in finish and in workable



W. E. BARKER,

Of the Enterprise Rubber Company, New England Distributors of the L. Candee Company's Goods, Rubber Boots and Shoes, 207 Congress St.

the Eastern seaboard, — only a little over a million dollars' worth of shoes is exported. There are signs, however, of growth in this over-sea trade.



J. L. ALLEN,

Of the Enterprise Rubber Company, New England Distributors of the L. Candee Company's Goods, Rubber Boots and Shoes, 207 Congress Street.

qualities. This is true of the New England product in common with the rest in this country. And yet, although nearly \$190,000,000 of boots and shoes is manufactured in the country, — 65 per cent. of that along



WILLIAM T. JENNEY,

Of the Enterprise Rubber Company, New England Distributors of the L. Candee Company's Goods, Rubber Boots and Shoes, 207 Congress Street.

There are several organizations of the leather trade here, but they are all in the nature of credit and collection agencies. Chief among them are the New England Shoe and Leather Association of 150 members, F. Breed, president, which owns the building it occupies, the Boston Leather Associates, and the Sheepskin Club. Peabody and Lynn also have organizations in which the tanners have membership. The organ of the trade is the "Shoe and Leather Reporter," of Boston, forty years established, and with an international circulation.



SALES DEPARTMENT OF CLEVE & KRIM (Metropolitan Rubber Co.).
Rubber Goods generally, 49 Summer Street.

New England leads the world in the invention and production of shoe manufacturers' machinery, and Boston is the centre of that trade, which, being world wide, is by no means small. Here are the



FRANK A. KRIM,
Of Cleve & Krim (Metropolitan Rubber
Co.), Mackintosh Clothing and Rub-
ber Goods generally, 49 Summer St.



JOSEPH CLEVE,
Of Cleve & Krim (Metropolitan Rubber
Co.), Mackintosh Clothing and Rub-
ber Goods generally, 49 Summer St.

headquarters of the McKay & Copeland, Flagg, and other companies, and here are numerous manufacturers of shoe machinery. Here, in fact, the bulk of the business is done. Only four other cities are in the business at all, — New York, Chicago, Philadelphia, and Rochester.

The manufacturers of shoe machinery here all have specialties, many of them patented. Some of the most ingenious machines in the world are built here for this work. Attempts have been made abroad to copy these New England devices, but with no great success. The Yankee machines are the best. Formerly the foreigners came here to see what they might pick up of advantage. Now the big concerns all have resident agents abroad, and as with farm machinery, sewing machines, etc., the American product is the standard.

This business has grown largely in the last twenty-five years, and the export of machinery of this class in the last ten years has been marked. As a matter of fact, it is larger than the export of boots and shoes, which trade, however, is making, particularly in the European countries, a steady advance.

There are some twelve large concerns of this sort established hereabouts, chief among them those whose



OFFICES OF STODDARD, HASERICK, RICHARDS & CO.

Foreign Bankers. Also Importers of Textile Machinery, Colonial, English, and Carpet Wools, and Egyptian Cotton. 152 Congress Street, Boston. Also 8 Curren Street, Bradford, Yorkshire, England.



J. T. MEADER & CO. (J. T. Meader, W. D. Preston), 256 Purchase Street.
Dealers in Hides, Calf Skins, Wool Skins, and Tallow. Specialty: Calf Skins.



SILURIAN MILLS OF W. S. & F. CORDINGLEY, Newton Lower Falls, Mass.
Dealers in Wool and Manufacturers of Wool Shoddies and Extracts. Boston office,
559 and 561 Atlantic Avenue. (227)



BOSTON OFFICES OF MAUGER & AVERY, Wool Brokers, of New York and Boston.
564 Atlantic Avenue.

establishments are illustrated herein. In the census returns these manufactures are classed with foundries and iron-works, in lump, and it is difficult to separate one line from the other. The total of this particular branch of the trade must, however, be large.

A large trade is done here in belting of leather and rubber, mill and fire-department supplies, etc. These lines, largely carried on in conjunction, have representation here through a number of large concerns, about forty in number, the total of whose trade



OFFICES OF FRED HARTLEY.

Leading Importer of Australian Wool at Boston, 612 Atlantic Avenue.

is probably \$1,000,000 in sales a year. There are here twenty-six dealers in leather belting, four of whom are manufacturers, and eight in rubber belting, one a manufacturer.

Five concerns handle rubber hose, and two linen. Five concerns make a specialty of fire-department supplies, and there are about twenty in mill supplies. The engravings herein illustrate the style and character of the business of a number of the concerns engaged in these lines here.



VIEW IN THE SAMPLE ROOM OF FRED HARTLEY.

Importer of Foreign Wool, 612 Atlantic Avenue.



VIEW IN THE STOCK ROOM OF FRED HARTLEY.

Importer of Wool, 612 Atlantic Avenue.

THE RUBBER GOODS BUSINESS. — STATISTICS OF THE TRADE. — MANUFACTURERS OF THE CITY AND ITS VICINITY. — RUBBER CLOTHING AND BOOTS AND SHOES. — MECHANICAL RUBBER GOODS. — IMPORTS OF THE CRUDE MATERIAL. — DEVELOPMENT OF THE BUSINESS.

BOSTON claims further distinction as one of the great centres of the trade in rubber goods, much of them manufactured in the city by some of the largest concerns of that class in the world.

The city is headquarters, as with cotton goods, leather, etc., for about all the concerns in the business in Massachusetts, and in this line has a world-wide trade.

The total trade in this branch is estimated by one of the prominent participants in it at \$25,000,000 annually. Here are located such prodigious concerns as the Boston Rubber Shoe Company, capitalized at \$5,000,000, with factories in the suburbs of Malden and Melrose, employing 3,600 hands, and producing 17,000,000 pairs of rubber shoes a year; the Revere Rubber Company, making mechanical rubber goods, with \$1,500,000 capital, a plant covering twenty-five acres, 1,200 employes, and an output of the value of \$4,500,000 a year; the American Rubber Company, with 1,000 hands; the Boston Belting Company, mechanical rubber, 700 hands, and \$2,000,000 product; the Boston Woven Hose & Rubber Company, tires, hose, and belting, 1,000 hands, and \$2,000,000 product; the Boston Rubber Company, boots and shoes, clothing and miscellaneous products, of 700 hands and \$1,100,000 capital; the American Rubber Company, mackintoshes, with \$1,000,000 output, and numerous others of scarcely less degree in the way of size, — concerns that combine to give it, as we have said, a foremost place in the trade.



FENNO BROS. & CHILDS, Wool Commission Merchants,
117 Federal Street.
Edward N. Fenno, Lawrence C. Fenno.



JOHN T. LODGE & CO.
Wool Warehouses, 555 and 557 Atlantic Avenue and 247 and 249 Congress Street.
John T. Lodge, William Lodge. Established 1854 by John Lodge. Since 1874 as above.

Boston is of note in the industry also as its birthplace. The Old Roxbury Rubber Company, established in 1828, was engaged in the manufacture of rubber goods, with varying success, from that date until Goodyear perfected the process of vulcanization in 1844. In the latter of these years the Roxbury Company merged into the Goodyear Manufacturing Company, whose successor is the Boston Belting Company, the first concern in America to successfully produce vulcanized rubber goods.

At first all kinds of rubber goods were made in this same original factory, but in 1846 the rights to manufacture boots and shoes, clothing, hard-rubber goods, etc., were disposed of to other companies organized to make such articles as a specialty. This division of the trade prevails very generally to this day. Thus there are very large factories making rubber shoes, others fine waterproof garments exclusively, and still others mechanical rubber work in endless variety, but nothing outside that class.



MACULLAR PARKER COMPANY. One of the Workshops, 400 Washington Street.



MACULLAR PARKER COMPANY,

398 and 400 Washington Street, 81 to 85 Hawley Street.

Manufacturers of and Retailers of the Best Clothing for Men and Boys. Established 1849; Incorporated 1895. Garments made to order in Custom Department. Importers and Jobbers of Fine Woollens. Retail branch, Providence, R.I.

The largest factory of all here is that of the Boston Rubber Shoe Company, which turns out the specialty implied in the name. The next largest is in the mechanical goods line.

Altogether there are sixteen rubber goods factories in Boston and its vicinity.

Of these, ten make mechanical rubber goods; three, rubber shoes; and eleven manufacture mackintoshes and other rubber clothing and garments.



MACULLAR PARKER COMPANY. Custom Tailoring Department.
Street floor, 398 Washington Street.



MACULLAR PARKER COMPANY. Men's and Boys' Clothing and Furnishing Goods.
Street floor, 400 Washington Street.



MACULLAR PARKER COMPANY. Cutting Room.
Third floor, 400 Washington Street.



MACULLAR PARKER COMPANY. Boys' Clothing Workshop.
Third floor, rear, 398 Washington Street.

The total number of hands employed in this class of manufactures hereabouts (State census figures) is 11,000; the aggregate capital \$12,500,000; the grand total of output \$20,250,000.

The total figures for mechanical rubber manufactures are: Capital, \$3,750,000; hands, 3,100; output, \$7,300,000.

For rubber shoes and clothing they are: Capital, \$8,700,000; hands, 7,750; output, \$12,900,000.

The consumption of crude rubber is about 4,500 tons of new, annually, and as much more of scrap. Boston takes about half the rubber imports of the country.

The jobbers of rubber goods number seventy; they do a business of several millions annually. Most of the factories maintain, along with their offices, sales departments in the city.

Boston rubber goods sell, as has been said, all over the world. South Africa and Australia are customers of the city in this line. This country is very largely supplied from this city as a market.

As to quality, the Boston rubber goods rank high. The mechanical rubber goods made here

have universal reputation for excellence; wherever they have been entered in competition, at fairs and expositions, with goods made in other places, they have almost invariably won first

awards. Considering, then, the high standard maintained and the immense and increasing volume of the trade here, Boston may certainly entitle herself the centre and hub of this trade also — on this side of the water at least, if not abroad as well.

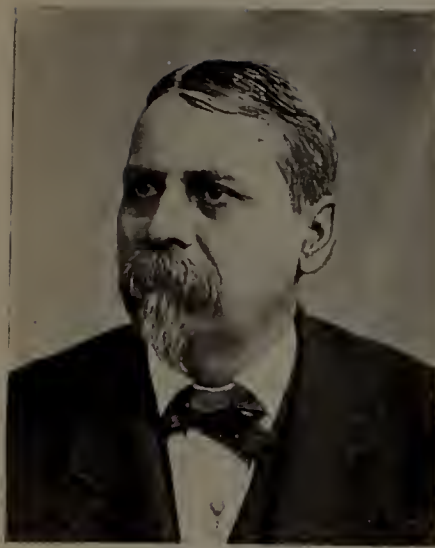


MACULLAR PARKER COMPANY. One of the Workshops, 400 Washington Street.



MACULLAR PARKER COMPANY. Wholesale Department.

81 to 85 Hawley Street.



D. B. CLAFLIN,
Of Claflin, Young & Stanley, Im-
porters and Jobbers of Hosiery,
Gloves, and Underwear. 91 Essex
Street.



G. E. DENISON,
Of G. E. Denison & Co., Dry Goods
and Gents' Furnishings, 77 Harri-
son Avenue. Business established
1863 by G. E. Denison, father of
present proprietor.

As to garments, the trend of the times, says a manufacturer, is to produce such very fine qualities of ladies' goods that they have come to be used often as a substitute for outside wraps, and men's overcoats are cut and finished with a perfection that makes it almost impossible to detect the difference between them and tailor-made



THOMAS C. NEWELL,
Of Thomas C. Newell & Co., Import-
ers and Manufacturers of and
Wholesale Dealers in Fancy Goods,
Notions, Toys, etc., 73 to 79 Pearl
St. New York, 15 Washington Pl.



JOSEPH SAWYER,
Of Sawyer, Manning & Co., Com-
mission Woollens, Boston and New
York.



CLAFLIN, YOUNG & STANLEY, 91 Essex Street.
D. B. Claflin, W. H. Young, J. W. Stanley. Established 1871.
The only house in the city handling Hosiery, Gloves, and Under-
wear exclusively.



DYER, RICE & CO., 36, 38, and 40 Chauncy St.
Manufacturers of Fur Coats, Robes, and Ladies' Furs,
and Jobbers of Hats, Gloves, and Straw Goods.
Established 1865. (233)



SAWYER, MANNING & CO., Commission Merchants.
Established 1882. Fine Dress Goods, Woollens, Worsted,
and Cotton and Woollen Yarns a specialty. 68 Chauncy
Street, Boston. 86 and 88 Franklin Street, New York.

stock. Reduction in weight and new patterns make these goods especially attractive and salable.

Following are some further details of the business:

The arrivals of crude rubber at the port of Boston for the year 1895 were 2,222,310 pounds.

This rubber is wholly consumed by the factories in the immediate vicinity of Boston.

But the larger part of the rubber consumed by



THE LATE HON. LEOPOLD MORSE.

Born August 15, 1831, died Dec. 15, 1892. A Member of the National House of Representatives for ten years.

these rubber factories in and near Boston arrives at the port of New York; therefore, of the amount in pounds and the value of the rubber consumed in what may properly be



THE LATE EBEN D. JORDAN.

Founder of the famous firm of Jordan, Marsh & Co., Leading Department House of New England, Washington, Avon, and Summer Streets.



LEOPOLD MORSE & CO., Wholesale and Retail Clothing, corner of Washington and Brattle Streets.

Jacob Morse, Ferdinand Strauss, Louis Strauss. Established 1852. The oldest retail clothing house in Boston.



THE GREAT RETAIL ESTABLISHMENT OF JORDAN, MARSH & CO., Washington, Avon, and Summer Streets.

Largest Department House in New England; 66 departments, 3,500 employes, 15 acres of floor space. Established 1841 by the late Eben D. Jordan, a pioneer in modern methods of merchandising, and representative American merchant. (Winslow & Wetherell, Architects.)



A. SHUMAN.

Merchant, Banker, and man of affairs. Member representing the Chamber of Commerce in the Boston Citizens' Municipal Committee (Mayor's Advisory Council). President Board of Trustees Boston City Hospital. Head of the house of A. Shuman & Co., leading New England Clothiers.

credited to Boston, but a very small percentage comes direct. The value of the rubber arriving at this port for the year 1895 can be estimated at \$1,250,000.

The total consumption of rubber in the factories in and about Boston amounts to 4,484 tons; value at present prices, \$5,838,990 annually.



OTTO J. PIEHLER.

Manufacturer of and Dealer in High Grade Furs, 12 Bromfield Street.



C. F. HOVEY & CO., Importers of Dry Goods.

Boston, 33 Summer and 42 Avon Street. Paris, 7 Rue Scribe. Established 1846.



OFFICE OF MACKINTOSH, GREEN & CO., 56 Franklin Street.

Dry Goods Commission. Established 1843. New York branch, 59 Leonard Street.



SALESROOM OF RUSSELL, SNOW & DAVIS CO., 28 Summer Street.

Wholesale Dealers in and Manufacturers of Men's, Boys', and Children's Clothing. Incorporated in Massachusetts, January 1, 1895, as successors to Isaac Fenno & Co., established 1853. Officers and Directors: Henry G. Hartshorne, President; Billings Smith, Treasurer; Franklin E. Russell, Frank B. Snow, William S. Davis.

The consumption for the whole of the United States of all grades was 18,000 tons, or 40,320,000 pounds, valued at \$26,750,000.

These figures afford a measure or gauge to the industry hereabouts.

The raw rubber imported here is classed as:

Para, which comes from Brazil *via* Liverpool.

African, which comes from Africa *via* Liverpool, Hamburg, and Rotterdam.



QUINCY MARKET COLD STORAGE COMPANY'S CENTRAL PLANT, corner of Richmond and Commercial Streets.

Incorporated in Massachusetts in 1881. Capital paid in, \$800,000; Storage capacity, 3,500,000 cubic feet; Refrigerating capacity, equal to 900 tons of ice a day. Embracing in one concern: Warehouse for butter, storage capacity, 1,000,000 cubic feet; another for egg storage, same capacity; a poultry, fruit, and produce warehouse, same capacity; and a warehouse for miscellaneous goods, of 500,000 cubic feet capacity.



BUILDING OCCUPIED BY BROWN, DURRELL & CO., Importers and Manufacturers, Kingston, Essex, and Tufts Streets.

Six floors and basement. Area, 21,000 square feet each floor.
Winslow & Wetherell, Architects.



NEW BUILDING OF THE WALKER, STETSON, SAWYER COMPANY, corner Essex and Lincoln Streets.

Wholesale Hosiery, Underwear, Kid Gloves, Laces, Domestic Wrappers, Gents' Furnishings, Art Embroidery Goods, and Small Wares.



JOHN P. SQUIRE.

Assistant Treasurer of John P. Squire & Company, Packers and Wholesale Dealers in Pork, Lard, and Hams, 40 North Market Street.

East India, which comes from Calcutta, Rangoon, and *via* Liverpool. Madagascar, classed with the African.

Para is used by manufacturers of boots and shoes, rubber thread, bicycle tires,



JOHN P. SQUIRE.

Founder of the business of John P. Squire & Company, Packers, 40 North Market Street.



FRANK O. SQUIRE.

President of John P. Squire & Company, Packers and Dealers in Pork, Lard, and Hams, 40 North Market Street.

druggists' sundries, etc.; Central American rubber, by manufacturers of boots and shoes; East India and African, by manufact-

urers of boots and shoes and mechanical goods, such as hose, belting, packing, etc.

The number of importers of crude rubber is limited. The business is one requiring large capital and long experience.

Many other details and aspects of the rubber business of the city and its vicinity are disclosed in the engravings of factories and portraits of individuals engaged in the trade which are grouped herein a few pages preceding this matter. Information may be gleaned from the titles even of these engravings, many of which show the characteristics of concerns of the very first magnitude. In this important and steadily growing industry, the capital and enterprise of Boston are largely and profitably employed.



FRED F. SQUIRE.

Treasurer of John P. Squire & Company, Packers and Wholesale Dealers in Pork, Lard, and Hams, 40 North Market Street.



JOHN P. SQUIRE & COMPANY, Slaughtering and Curing Establishment, Gore Street, Cambridge. Capacity, 5,000 hogs a day. Employs 1,000 hands. Supplies an export as well as home trade. Office, 40 North Market Street and 21 to 25 Faneuil Hall Market.



JOHN N. LADENSACK,

Of John N. Ladensack & Co., Wholesale Dealers in Dressed Meats, 24 Clinton Street.

THE WOOL TRADE OF BOSTON. — THE CITY'S RANK IN THE TRADE. — QUANTITY HANDLED, DOMESTIC AND IMPORTATIONS, AND ITS VALUE. — GROWTH OF THE BUSINESS. — FACILITIES AND TRIBUTARIES.

AS a wool market Boston leads the country, the strenuous rivalry of New York of late notwithstanding. As a centre of the trade it is second to London only, and with the prosperity and growth of the woollen goods manufacturing industry of the country behind it, promises to sustain the position it has so long held in this line among cities of the Union.

The great wool markets of this country are Boston, New York, Philadelphia, Chicago, St. Louis, and San Francisco. In actual sales the business of the first-named three was in 1895 as follows :

Boston	166,000,000 pounds.
New York	41,000,000 pounds.
Philadelphia	56,000,000 pounds.

The reports made of the business of the last three confound sales and shipments. The quantities handled by them that same



WORKS OF W. H. BOWDLEAR & CO.

Refiners and Bleachers of the "W.H.B." Brand of Beeswax, Williamsville, Mass. City office and salesroom, 36 Central Wharf. Importers of Car-nauba or Brazil Wax, Ceresine or Mineral Wax, Ozokerite, Japan Wax, etc.



FACTORY AND BLEACH HOUSES OF THE DICKINSON IVORY COMPANY, Nubanusit Falls, Peterborough, N.H.

Manufacturers of Piano and Organ Ivory, Billiard and Bagatelle Balls, Piano and Organ Keys, and Ivory Goods generally.

George Ropes, Treasurer and Selling Agent, 10 Broad Street.

year were, respectively, seventy, twenty-four, and twenty-six million pounds.

The great wool centres of the world are London, first; Boston, second; then Buenos Ayres, Sydney and Melbourne (Aus.), Liverpool,



W. H. BOWDLEAR,

Of W. H. Bowdlear & Co., Bleachers and Refiners. Importers and Exporters of Beeswax. Factories, Williamsville, Mass. Offices, 36 Central Wharf.



STILLMAN F. KELLEY.

Importer and Jobber of Molasses. Largest in this line, not in Boston alone, but in the country. Also of Curtis Davis & Co., makers of the famous "Welcome" and "Unequaled Extra" Soaps. Water Commissioner of Cambridge, Director of the Faneuil Hall National Bank, and president or director of other important enterprises and concerns of this city and vicinity.



BENJAMIN L. COLBY,
Of Noyes & Colby, Grain Dealers,
706 Chamber of Commerce.

Montevideo, the New Zealand markets, Adelaide (Aus.), Marseilles, and Antwerp. The latest figures available show that London has sales of about 453,000,000 pounds; Sydney, which comes next to Boston, 157,000,000 pounds; Melbourne, 106,000,000 pounds; Liverpool, 81,500,000 pounds; Montevideo, 80,000,000 pounds; Buenos Ayres is credited with 245,000,000 pounds of shipments (sales not separable), and Sydney and Melbourne are buyers' markets also, and not, as with Boston, consumers' markets. As none of the others at all approach these foremost seven, the figures given for them need not here be quoted.

Of the total sales in Boston in 1895, 138,000,284 pounds were domestic product and 27,281,500 imported.



HENRY B. MOORE,
Of J. E. Soper & Co., 207 Chamber
of Commerce, Wholesale Dealers in
Grain, Feed, and Cotton-seed Prod-
ucts.



L. S. LORD,
Of Lord & Webster, Hay, Grain, and
Flour, 250 Commercial Street.

Wool is divided in the trade into three main classes: Class one is known as clothing wool. It is from sheep of merino blood. The chief sources of its supply are Australia and Ohio.

Class two is known as combing wool. It is coarser than class one, and is about the same as English and Irish wools.



J. E. TWOMBLY.
Manager Armour & Co. Branch
house, Commercial Wharf.



C. E. NESSLE.
Manager Nelson, Morris & Co. and
The Fairbank Canning Co., 43 and
44 Commercial Wharf, Boston. Beef
and Pork Packers and Lard Refiners
of Chicago.



E. J. KILDUFF.
With J. E. Soper & Co., Wholesale
Grain, Feed, and Cotton-seed Prod-
ucts, 207 Chamber of Commerce.



REVERE SUGAR REFINERY, East Cambridge, Mass.
Office: Nash, Spaulding & Co., 23 Broad Street, Boston, Mass.



JONATHAN BIGELOW.

Fruit and Produce Commission Merchant, 23 North Market Street. Established 1857. Thirty-nine years on the same street, and still (June, 1896) in active business.



FREDERICK C. HOWE,

Of Frederick C. Howe & Brother, Merchandise Bankers, Brokers, and Agents of Boston, Philadelphia, and New York.

Class three is known as carpet wool. It is a still coarser variety, and is from grade or ordinary sheep. It comes mainly from semi-civilized countries, such as

North Africa, Armenia, and China, and also from Chili and other parts of South America.



BOSTON COUNTING ROOMS OF FREDERICK C. HOWE & BROTHER,
Merchandise Bankers and Brokers.



OFFICE OF HOSMER, ROBINSON & COMPANY, Grain, Flour, Feed, etc.,
Chamber of Commerce Building.

Edward B. Hosmer, A. L. Robinson, F. S. Smith. Established 1874. Mr. Robinson (240) of this firm is one of the Directors of the Chamber.



BOSTON SALESROOMS OF FREDERICK C. HOWE & BROTHER.

Merchandise Bankers and Brokers, Agents for Foreign and Domestic Canned Goods, Dried Fruits, Raisins, Salmon, Beans, etc., with offices in Boston, New York, and Philadelphia. Advances made on Consignments.



CALEB CHASE,
Of Chase & Sanborn, Leading Im-
porters of Teas and Coffees, 87
Broad Street.

Class one is used for underwear and the finer kinds of fabrics; class two, in men's wear and some special cloths for ladies; and class three, for the coarser fabrics, though not by any



MONTREAL HOUSE OF CHASE & SANBORN, Leading
Canadian Importers of Teas and Coffees.

means entirely into carpets, as the name would seem to indicate.

Boston imports more than three times as much clothing wool as New York.

New England shows a uniform gain as a wool-manufacturing district, and this gain sustains Boston in its primacy as a market, both for the domestic and foreign staple.

"As much as half a century ago," says the "Commercial Bulletin," the organ of the trade in Boston, "wool was a feature of the city's commerce.

"In the first Boston Business Directory, 1846, there were no less than eleven wool firms recorded. The present City Directory shows 113 dealers, of whom 44 are brokers and 15 commission houses. Bradstreet accords the thirty-two leading

houses of the city an aggregate capital of \$12,000,000. The twenty banks of the city that have one or more wool dealers for director have a combined capital of \$24,500,000.

It is estimated that the capital available for the business here is fully \$50,000,000."



JAMES S. SANBORN,
Of Chase & Sanborn, Leading Im-
porters of Teas and Coffees, 87
Broad Street.



CHICAGO HOUSE OF CHASE & SANBORN, Leading
American Importers of Teas and Coffees.



BOSTON HOUSE OF CHASE & SANBORN, Importers of Teas and
Coffees, 85 and 87 Broad and 6 and 8 Hamilton Street.

This house has 35 travelling men covering the United States and Canada. In that field it is the largest importing distributor of its line.



ANDREW J. LOVELL'S BLOCK, 1847 to 1853 Massachusetts Avenue, North Cambridge.



ANDREW J. LOVELL, Wholesale and Retail Grocer, 106 and 108 Cambridge St. Formerly Nos. 62 and 64. Succeeded C. D. Cobb & Co., Dec. 1, 1864. Also in same line at 1853 Massachusetts Avenue, North Cambridge.



ANDREW J. LOVELL.

Wholesale and Retail Grocer, 106 and 108 Cambridge Street. Also of A. J. Lovell & Co. (Andrew J., Frederick W., and Harry F. Lovell), North Cambridge, and of A. J. Littlefield & Co., Provision Dealers, North Cambridge.

In the Boston wool district, which is contiguous to the leather and shoe district, the signs of New York, Philadelphia, St. Louis, and San Francisco houses of the trade are frequent. This market draws a representation from all the others. The mechanical facilities here for the business, storage, hauling, etc., are excellent, — equal to the financial facilities already referred to. The city is geographically nearest the greatest wool manufacturing district (that of New England), and the only district except that of the Middle States showing continuous growth. Between 1882 and 1892 the wool trade of this city increased more than 61,500,000 pounds, which was upwards of fifty per cent.

In a single week the sales here have

been as much as 11,405,000 pounds. This would be nearly six months' sales in St. Louis or San Francisco.

"The entire business done here," says the "Commercial Bulletin," "is not ascertainable.



GEORGE E. KNIGHT.

Successor to H. P. Webster, Wholesale and Retail Coffees and Teas, 87 and 89 Blackstone Street. Chase & Sanborn's Coffees a specialty.



JAMES F. DWINELL,

Of Dwinell, Wright & Co., Coffee Roasters, Spice Grinders, and Importers, No. 1 Hamilton Street.



G. C. WRIGHT,

Of Dwinell, Wright & Co., Coffee Roasters, Spice Grinders, and Importers, No. 1 Hamilton Street.



HOWARD W. SPURR,

Of Howard W. Spurr & Co., Wholesale Grocers, 19 and 21 Commercial Street.

Large receipts and shipments go unrecorded. The transshipment business is very large; but the statistics concerning it are imperfect." To sum up: the actual sales of domestic wool in Boston are double the combined sales and shipments of its nearest American competitor.

They are seven times those of New York, which only lately makes pretension to rivalry.

Even the sales of foreign wool in Boston exceed those of the same in New York.

The total sales of wool in Boston last year (1895) exceeded the combined total sales of New York and Philadelphia, with the sales of St. Louis and San Francisco added.



HOWARD W. SPURR & CO., Wholesale Grocers, 19 and 21 Commercial Street.

Howard W. Spurr, E. L. R. Perry, A. D. Holmes, H. B. Pierce, William H. Wilson. Established January 1, 1875.



DWINELL, WRIGHT & CO., Nos. 1 and 3 Hamilton Street and 35 and 37 Battery March Street.

Importers and Roasters Coffees and Spices. Fifty years established. Branches in Chicago, Cincinnati, and St. Louis.



FACTORY OF THE STICKNEY & POOR SPICE COMPANY, corner of Cambridge and Spice Streets, Charlestown Neck.

Office, 182 and 184 State Street, Boston.

COTTON TRADE OF THE CITY.

Boston, as a port with a large foreign trade, and as a supply centre for New England, has a very large cotton trade. Its trade in the staple is larger in the aggregate than that of many of the larger Southern markets, which are in direct receipt of the crop.

In 1895 it had total receipts of 619,112 bales domestic, valued at \$21,280,000, and 56,094 imported, valued, custom-house figures, \$11,270,250.

The imported cotton came to supply the mills of these parts which manufacture the finer qualities of cotton and mixed fabrics. Boston receives



EDWIN F. FOBES.

Vice-President Fobes, Hayward & Company (Inc.), Manufacturing Confectioners, 42 to 52 Chardon Street.



A. F. HAYWARD.

President and Treasurer Fobes, Hayward & Company (Inc.), Manufacturing Confectioners, 42 to 52 Chardon Street.



F. H. WOODWARD.

Secretary Fobes, Hayward & Company (Inc.), Manufacturing Confectioners, 42 to 52 Chardon Street.

two-thirds of the quantity of this cotton entering the country. The domestic product came here, part of it for consumption by the mills, and part for export by the



FACTORY OF FOBES, HAYWARD & COMPANY (Incorporated), Manufacturing Confectioners, 42 to 52 Chardon Street.

Established 1848. Incorporated 1886.

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SCENE IN THE SALESROOMS OF THOMAS WOOD & COMPANY, Importers of Teas and Coffees, 215 State Street (State Street Block).

Experts testing "May Queen" teas.



D. M. HAZEN, Wholesale Manufacturing Confectioner, 40 and 42 Elm Street, Cambridgeport, Mass.

Specialties: Pure Candies, Choice Confectionery, Chocolates, Bon Bons, and Caramels.



FACTORY OF THE H. F. SPARROW COMPANY, Manufacturers of High-Grade Chocolate Bon Bons, 62 Hampshire Street and 182 to 192 Clark Street, Cambridgeport, Mass.

foreign lines of steamships frequenting the port. The first cotton of the season, grown as far south as Texas, has been forwarded to its U.K., or continental destination, through this port,



B. P. POOR,

Of Symonds & Poor, Manufacturing and Wholesale Confectioners, 3, 5, and 7 Haverhill Street, Makers "Acme," "Golden Vale," and "Vassar" Chocolates and Bon Bons.



S. L. SYMONDS,

Of Symonds & Poor, Manufacturing and Wholesale Confectioners, 3, 5, and 7 Haverhill Street, Makers "Acme," "Golden Vale," and "Vassar" Chocolates and Bon Bons.



J. FRANK HOWLAND.

President of Walter Baker & Co., Limited, Manufacturers of Cocoa and Chocolate.

brought here for that purpose over railroad systems ramifying the West, the South, and Southwest. Large quantities of cotton come here also by sea from Southern

ports, Savannah, Norfolk, and New Orleans, both direct and by transshipment at New York. There is more or less demand here also for damaged cotton by the shoddy mills and dealers in waste.

Counting all the houses regularly engaged in the raw cotton trade as brokers,



WALTER BAKER & CO., LIMITED, Chocolate and Cocoa Mills, Dorchester, Mass.

Established 1780. The oldest and largest concern of the kind in America. Its plant covers seven acres. Winslow & Wetherell, Architects.

buyers, and dealers, Boston has a representation of forty-one. The larger ones are importers, and also, some of them, dealers in foreign cotton-mill machinery and supplies.

One of the most notable lines of trade in the city—a line occupying solidly a quarter by itself—is the commission dry goods or mill agents' line. More than a hundred New England cotton or woollen mills, among them the most important concerns of the kind in America, have offices here, chiefly for the management of their financial affairs. The stock of most of these concerns is regularly quoted here on 'Change. They have representation in trade here through the 105 establishments which handle the cotton and woollen goods of New England manufacture, to the extent, it is said, of \$200,000,000 a year.



ABNER J. MOODY,
Of Wright & Moody, Manufacturing
Confectioners, 155 to 169 Columbus
Avenue.



FRANK E. CLARK,
Of Wright & Moody, Manufacturing
Confectioners, 155 to 169 Columbus
Avenue.



WRIGHT & MOODY'S CANDY FACTORY, 155 to 169 Columbus Avenue.
Established 1865.



SUMMER RESIDENCE OF ABNER J. MOODY, of Wright &
Moody, Manufacturing Confectioners.
"Sunny Knoll" Farm, Lexington, Mass.

About twenty very large concerns, acting as commission agents for the mills, do the bulk of this extraordinary business. Some of the largest concerns of the sort in America are among this number. One house here, indeed, is said to be the largest of the kind in this country. These commission houses



H. L. HILDRETH'S CANDY FACTORY, 42 to 48
Batterymarch Street.

Making a specialty of the famous
"Velvet" Molasses Candy.

have offices
also in New
York, and they
drive an ex-
port as well as
home trade.

The State
census of 1894
shows the fol-
lowing pro-
duction of
cotton and
woollen goods
and textiles
and kindred
articles of



H. L. HILDRETH.

Manufacturer of the Original and
Only "Velvet" Molasses Candy,
42 to 48 Batterymarch Street.
Largest molasses candy factory in
the world.



HILDRETH'S MAMMOTH BATH-HOUSE, Old Orchard Beach, Me.

H. L. Hildreth, Candy Manufacturer, 42 to 48 Batterymarch Street, Boston, Proprietor.

trade in Massachusetts, very much, most indeed, of which, together with other New England manufactures of the same classes, finds its market in Boston :



INTERIOR VIEW OF HILDRETH'S CAFÉ, Old Orchard Beach, Me.



WALTER M. LOWNEY.

President of the Walter M. Lowney Company, Manufacturers of Fine Chocolate Bonbons, corner of High and Pearl Streets.

Cotton goods, \$81,250,000; woolen and worsted goods, \$36,550,000; print and dye works, bleacheries, etc., \$19,475,000; clothing, \$13,690,000; hosiery and knit goods, \$5,000,000; silk goods, mixed goods, linens, etc., \$6,620,000; straw goods, buttons, trimmings, etc., \$7,632,-



GEORGE F. SCHRAFFT,

Of W. F. Schrafft & Sons, Manufacturing Confectioners, 269 Causeway Street.



WILLIAM F. SCHRAFFT,

Of W. F. Schrafft & Sons, Manufacturing Confectioners. 269 Causeway Street.



WILLIAM E. SCHRAFFT,

Of W. F. Schrafft & Sons, Manufacturing Confectioners, 269 Causeway Street.

ooo; carpetings, \$5,760,000; total, \$176,000,000.

DRY GOODS.

The dry-goods trade of Boston may be classed under three general heads, viz.:

1. The wholesale and jobbing dry-goods trade proper.
2. The small wares or notions trade.
3. Dry-goods commission.

The first class comprises eight or nine houses,



THE WALTER M. LOWNEY COMPANY, 97 to 107 Pearl Street, 120 to 124 High Street.

Chocolate Bonbons a specialty. Established 1853. Capacity, 16,000 pounds a day. Employs 400 hands. Branches and Agencies: New York, Chicago, St. Louis, Pittsburg, New Orleans, and London.



W. F. SCHRAFFT & SONS, Manufacturing Confectioners, 267 to 279 Causeway Street and 150 to 156 Charlestown Street



NEW YORK PIE BAKERY OF THE GEORGE G. FOX COMPANY,
11 Edgeworth Street, Charlestown.

including two or three that are retail as well, with combined capital of \$9,000,000, and total annual business probably \$40,000,000.



BIRD'S-EYE VIEW OF J. G. & B. S. FERGUSON'S BAKERY,
869 Albany Street.
Specialties: Bread, Cake, and Pastry.



H. B. COPLAND.

Manager of the Boston Bakery, United States Baking Company, 465 Medford Street, Charlestown District of Boston.



B. S. FERGUSON,

Of J. G. & B. S. Ferguson, Wholesale Bakers, 869 Albany Street. Branch at 42 East Lenox Street.



J. G. FERGUSON,

Of J. G. & B. S. Ferguson, Wholesale Bakers, 869 Albany Street. Branch at 42 East Lenox Street.

The market reached is of course, in the main, New England, but the business stretches out, too, as far west as the Missouri River, and south to Louisville, Ky. These firms all import direct.

They carry such staples as dress goods, foreign and domestic, and all sorts of wash goods, in the manufacture of which New England is so prominent. Everything, indeed, known as piece goods is included in their trade.



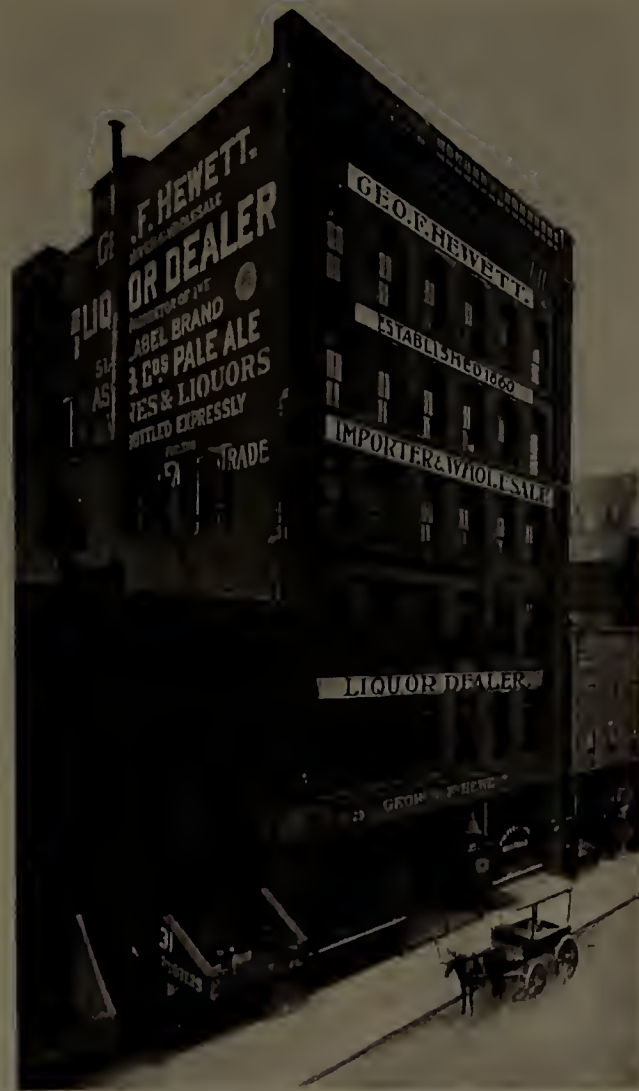
BIRD'S-EYE VIEW OF THE BOSTON BAKERY, UNITED STATES BAKING COMPANY,
465 to 487 Medford Street, Charlestown District of Boston.

In the small ware or notions business there are three representative houses, employing from \$1,500,000 to \$2,000,000 capital, and selling about \$9,000,000 worth of goods a year.

Hosiery, underwear, linens, handkerchiefs, ribbons, laces, buttons, braid, etc., form these stocks.

The field covered may be said to be the United States, though New England is, of course, the territory affording them the bulk of their sales.

A feature of this trade is the



BOSTON HOUSE OF GEORGE F. HEWETT, Wholesale Liquor Dealer, 25, 27, and 29 Beach Street.

large sale of goods to customers who come to the store to buy. Travelling men are, of course, maintained on the road all the time, but the cities and towns of New England are so near Boston that a great many purchasers are thus in position to come here rather than order through the drummers.

The dry-goods commission line is represented in Boston by twenty strong houses. There are a few small concerns in addition to these twenty, but their part in the total business is insignificant.

They handle the output of all the cotton and woollen mills of New England, and a few also distribute the product of some Southern mills.

They all have New York offices, and indeed do possibly three-quarters of their business there.

Their sales cover a very wide range. They supply all parts of the United States, and have trade extending to the West Indies, Mexico, South America, Central America, Africa, China, Japan, and Australia.

Cottons constitute probably two-thirds of the total business; woollens, one-third. Two hundred



GEORGE F. HEWETT.

Wholesale Liquor Dealer, of Boston and Worcester, Mass., 25, 27, and 29 Beach Street.



WORCESTER ESTABLISHMENT GEORGE F. HEWETT CO., Wholesale Liquor Dealers, corner of Foster and Waldo Streets.



CHAPIN, TRULL & CO.'S DISTILLERIES, Charlestown.

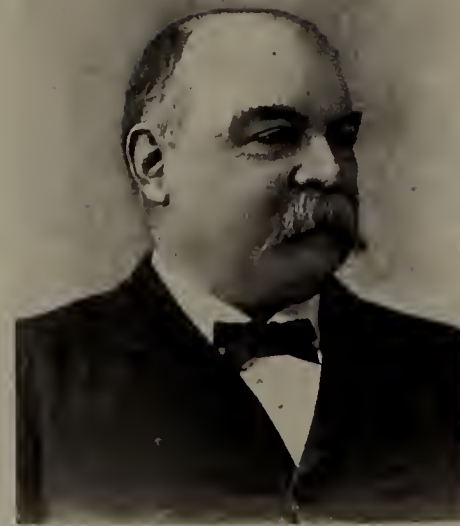
Established one hundred years. Of 1,000,000 gallons annual capacity in Pure Fire-Copper Molasses Rum. Counting Rooms, 30 Central Street.

millions a year is an estimate of the total sales of the Boston dry-goods commission houses in this city and New York.

Boston is the seat of some very large department houses; one of these is said to do a gross business of \$9,000,000 a year. Another house of the same sort does \$7,500,000 in the same time.



GEORGE W. TORREY,
Of George W. Torrey & Co., Importers of and Wholesale Dealers in Fine Wines and Liquors, 24 and 25 South Market Street.



OTIS E. WELD,
Of Otis E. Weld & Co., Wholesale Liquor Dealers, 185 and 187 State Street.

as a high grade of mediums designed to suit the trade throughout New England, which constitutes the principal market of the manufacturers here, with some shipments West. The wholesalers all manufacture their own stock in trade. Of people employed, no estimate can well



GEORGE W. TORREY & CO., 24 and 25 South Market Street.

Importers of and Wholesale Dealers in Fine Wines and Liquors. Established 1826.

CLOTHING TRADE.

From statements made by George Smith, Secretary of the Clothing Manufacturers' Association, and others in the business, it appears that there are thirty firms in this industry, employing a capital of seven or eight millions, and turning out an annual product of seventeen to twenty million dollars' worth.

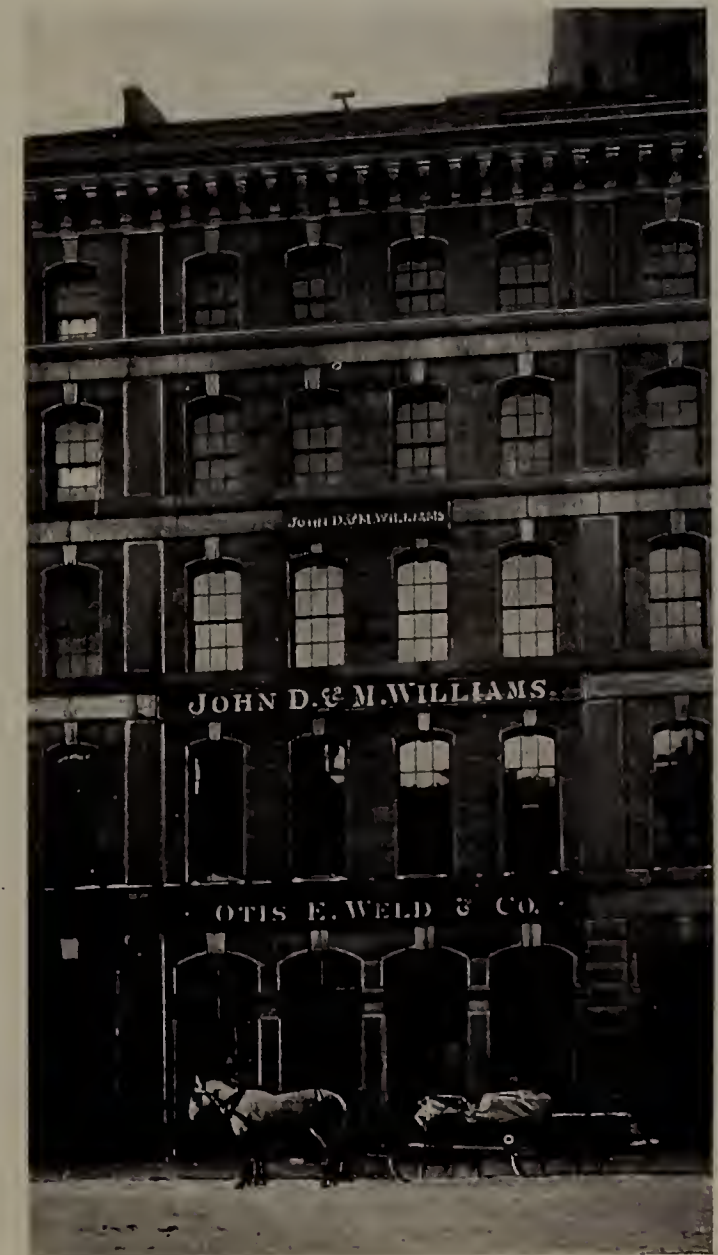
The bulk of the goods made up here can be classed



H. D. HOLDEN,
Of Holden & Clay, Liquor Dealers, 15 Broad Street.

191 clothing factories, employing \$15,800,000 capital, and 6,528 hands, paying \$3,311,837 in wages, and producing goods to the value of \$19,672,404; figures making it second in the trade to New York alone.

be made, as only the cutting and shipping are done on the premises; all the other work is done by outside contract, and most of the operatives work for several houses. Boston had, according to the national census of 1890,



OTIS E. WELD & CO., 185 and 187 State Street. Importers of Wines and Spirits, and Agents Louis Roederer Champagne. Successors to John D. & M. Williams, established 1812.

PRODUCE AND PROVISIONS.—GRAIN AND FLOUR.—LIVE-STOCK, FRUITS, PACKING AND MEATS, SUGAR REFINING, GROCERIES, TOBACCO AND LIQUORS, BREWING AND BOTTLING, AND KINDRED LINES OF TRADE.

THE trade in produce and provisions, meats, live-stock, grain and flour, fruits, etc., here, is estimated, in the aggregate, upwards of \$100,000,000 annually. In these lines the trade is largely foreign, consisting of exports of provisions and fresh meats, cattle, grain and flour, butter and cheese, etc., and imports of tropical and Mediterranean fruits, and the produce of the Canadian Maritime Provinces.

The largest single item of this trade is the item of provisions exported. This amounted to \$46,000,000, very nearly, in 1895, and was largely of Western origin.

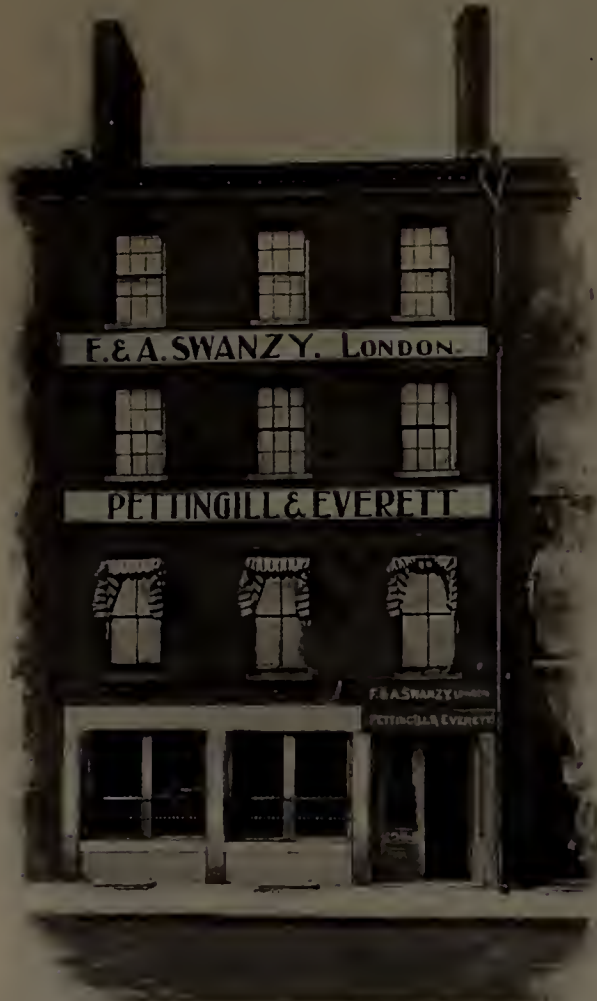
The receipts of flour and cereals, hay, etc., represented in 1895 values of more than \$14,000,000. The exports of breadstuffs were over \$11,500,000 in value. The principal items of this trade were :

	Total receipts.	Exports.
Grain, bushels	7,246,048	7,216,709
Corn, “	8,944,475	5,664,192
Oats, “	6,681,607	83,000
Flour, barrels	2,618,339	1,575,963
Hay cars	14,602	210,000
	(about 125 bales each)	(bales)

The stock of flour on hand during the year varied from 131,000 to 184,833 barrels. The hay storage capacity of the different railroads is, according to the very complete annual issue of the Chamber of Commerce, 737 cars. The elevator capacity of the city, by the same authority, is, in round numbers, as follows :

	Bushels.
Boston & Albany R.R., Grand Junction Dock, East Boston	1,000,000
Fitchburg R.R., Hoosac Tunnel Dock, Charlestown	600,000
Boston & Maine R.R., Mystic Dock, Charlestown	1,750,000
New England R.R., South Boston	500,000
Chandler Street Elevator (private)	500,000
Powers & Co., Charlestown (private)	200,000
Total	4,550,000

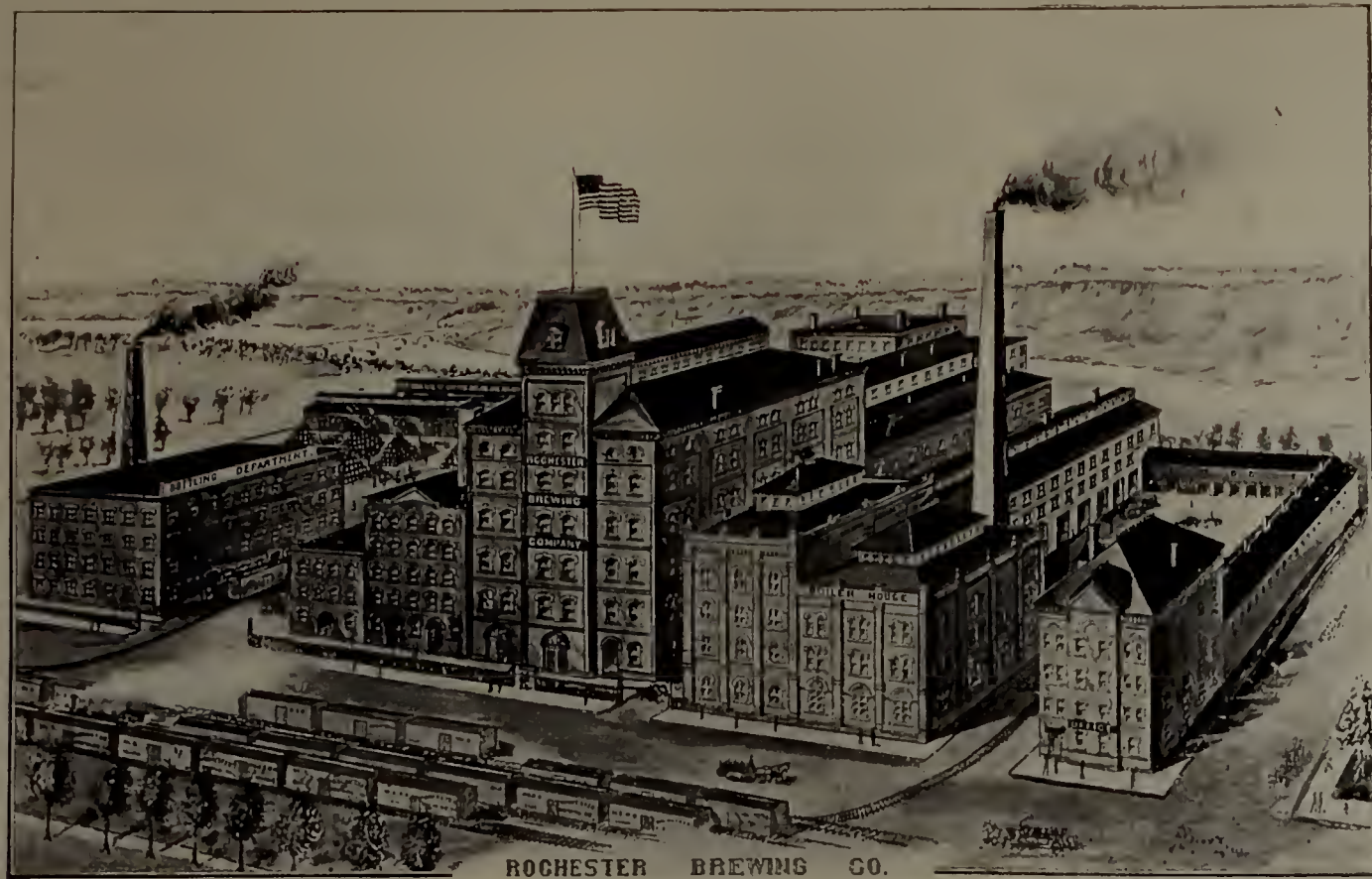
The very excellent facilities afforded the grain trade here have already been mentioned in preceding chapters,—those on maritime concerns and railroads,—and the matter need not be repeated here. The railroads provide with especial liberality for the export business.



PETTINGILL & EVERETT, 24 Central Wharf. Agents for Messrs. F. & A. Swanzy, London, and Daniel E. Chase & Company's Somerville Distillery. Importers of Palm Oil, Palm Kernel Oil, Palm Kernels, Rubber, Mahogany, African Hides, Monkey Skins, and Gum Copals; Exporters of New England Rum, Leaf Tobacco, Lumber, Gunpowder, and General Merchandise.



SOMERVILLE DISTILLERY, Pettingill & Everett, Agents, 24 Central Wharf. Copper Distilled Rum.



ROCHESTER BREWING COMPANY'S PLANT, Rochester, New York.

The trade in live cattle, local and export, is something over \$15,000,000 a year. The receipts embraced as last reported :

	Local consumption.	Export.
Cattle	168,461	114,884
Sheep	783,735	181,620
Hogs	1,407,477	

Along with the exports went 417,583 quarters of fresh beef and 500 carcasses of sheep. The hogs packed by local packers numbered 1,430,971. There were received in this market through the stock yards, in 1895, over 35,000 horses. The receipts of butter in 1895 were 46,787,344 lbs., of which 2,102,504 lbs. were exported. This is a trade also, it will be seen, mounting up into millions of dollars. The receipts of cheese in 1895 were 468,891 boxes; of eggs, 777,288 cases and 1,939 bbls.; of poultry, 198,237 pkgs.

Other produce receipts of 1895 were:

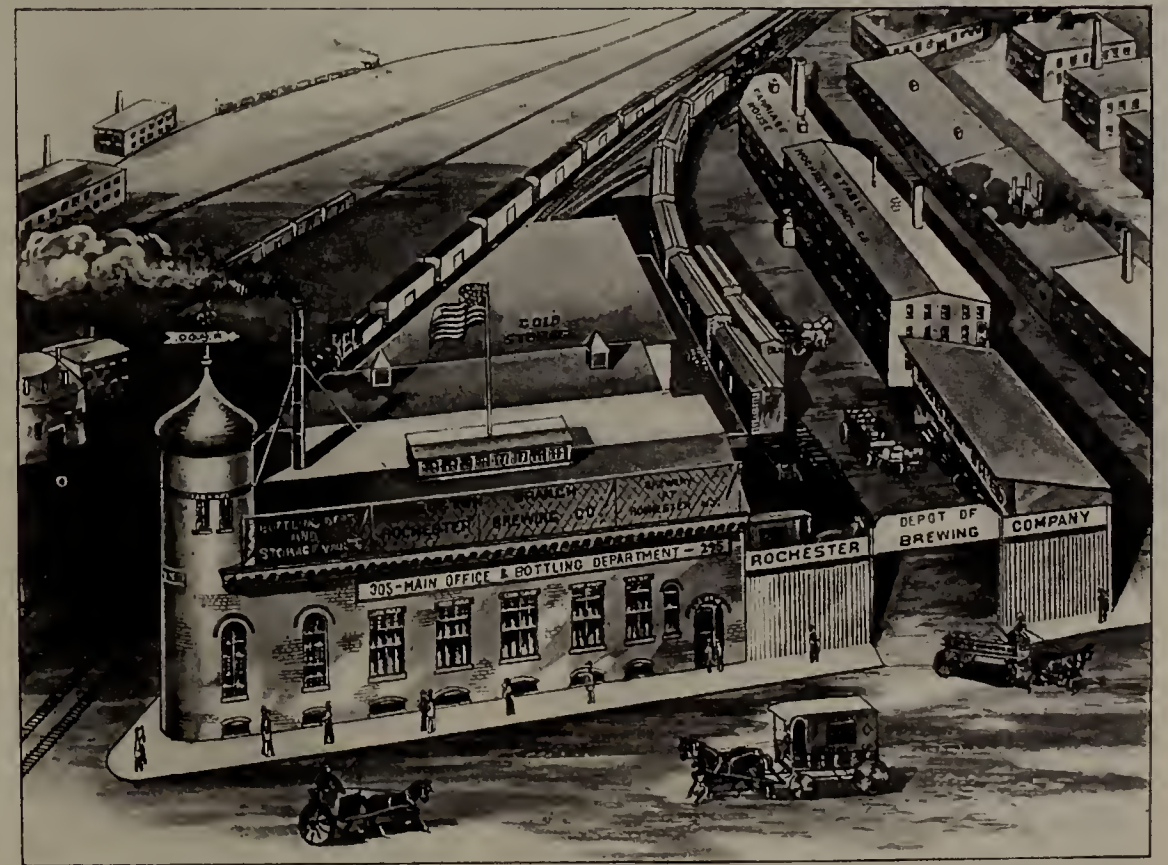
Beans, 81,890 bbls.; potatoes, 2,962,751 bush.; sweet potatoes, 116,251

bbls.; onions, 45,293 bbls. domestic, 80,221 pkgs. foreign; evaporated apples, 45,932 cases; apples, 420,650 bbls.; peaches, 551,781 pkgs., of which 106,357 were California; watermelons, 893,302; oranges, 38,103 boxes Florida, 142,874 boxes California, 285,645 boxes and cases Mediterranean, 37,442 bbls. and boxes Jamaica; lemons, 230,371 boxes; bananas, 1,873,893 bunches; pineapples, 1,027,108; grapes, 31,287 bbls. foreign, 2,355,370 baskets and 71,040 carriers (chiefly California) domestic; raisins, 174,308 boxes; California fruits (not including



W. B. HOLLOWAY.

Manager Rochester Brewing Company, New England Branch. 295 to 305 A Street, Boston.



ROCHESTER BREWING COMPANY'S NEW ENGLAND BRANCH, 295 to 305 A Street, Boston.

oranges), 363 cars; berries, 269,571 crates; and 40,393 bbls. of cranberries.

The receipts of oranges and lemons now approximate 1,000,000 boxes annually, of which quantity three-fourths are oranges. The receipts of bananas are rising toward 2,000,000 bunches, and of peaches, in their season, the receipts are about 900 car-loads.

The fruit trade has grown especially fast during the last twenty-five years. It is systematized, and is done on a large scale by sales at auction.



H. & J. PFAFF BREWING CO.'S ESTABLISHMENT, Pynchon Street, Roxbury.
Founded 1857. Incorporated 1893. Down-town office, 16 Arch Street.



VIEW IN THE MALT HOUSE OF THE H. & J. PFAFF BREWING CO.,
Pynchon Street, Roxbury.

and 640,559 pkgs. of lard; 7,448,113 lbs. of hams; 280,000 boxes of bacon; 11,143 cars of fresh beef; 2,896 dressed hogs; 188,358 cases of preserved meats; salt, 68,840 sacks, 499,627 bushels, and 32,107 tons; sugar, 165,584 tons; molasses, 15,528 hogsheads, 54,301 barrels, 4,264 puncheons, and 1,625 tierces; canned goods, 370,526 cases. The West supplies the bulk of the market products consumed and handled

Receipts of provisions here in the year 1895 embraced, among other items, 21,868 bbls. of pork, and 9,711 of beef; 71,346 tierces, 8,271 cases,



ENGINE ROOM OF THE H. & J. PFAFF BREWING CO.,
Pynchon Street, Roxbury.

here. The New England farm production is small. It embraces, so far as this market is concerned, the dairy produce of New Hampshire and Vermont, the home-grown vegetables in their season, potatoes from Maine,



JACOB PFAFF.

President of the H. & J. Pfaff Brewing Co., Boston, and one of the founders in 1857 of the original firm of H. & J. Pfaff.



THE LATE HENRY PFAFF.

One of the founders in 1857 of the original firm of H. & J. Pfaff.



CHARLES PFAFF.

Treasurer of the H. & J. Pfaff Brewing Co., Boston.

hay and apples. From the West come cattle and meats, pork products, dairy products and poultry, largely; from Kentucky, mutton; from California, fruit, dried fruits, and beans; the Norfolk, Va., district and South generally contribute largely of early vegetables and small fruits; Maryland, Delaware, New Jersey, Georgia, and California, peaches; Nova Scotia and Prince Edward Island, apples, potatoes, and fine mutton; Vermont, New Hampshire, New York, and the West,



JOSEPH GAHM, corner of Purchase and Hartford Streets.

New England Agent for Joseph Schlitz Milwaukee Lager Beer and Arnold & Co.'s Ogdensburg, N.Y., India Pale Ale and Porter. Importer and Wholesale Dealer in Wines, Liquors, and Mineral Waters.

important industry in Boston, amounting to large figures in the course of a year. There are three establishments of note in the business: The North Packing Company, the John P. Squire Company, and Niles Brothers.

The first and second of these do the most of the business, handling probably 1,800,000 of the 2,000,000 hogs slaughtered here annually.

dairy products; New York, Michigan, California, and foreign parts, beans; Jamaica (and until lately Cuba), bananas; Florida, California, and the Mediterranean countries, oranges. The trade is immense, and has widespread ramifications both as to receipts and shipments.



JOSEPH GAHM.

Importer and Wholesale Liquor Dealer, corner of Purchase and Hartford Streets. New England Agent for Joseph Schlitz Brewing Co.

MEATS AND PROVISIONS.

Packing of pork is an



N. Y. BRINTNALL & CO.

N. Y. Brintnall, J. W. O'Connor, Wholesale Liquor Dealers, 21 and 22 India Street, head of Central Wharf.

These hogs come from Chicago and various points on the Missouri River; also from New England and New York.

New England supplies probably one-tenth of the whole number killed.

The product is consumed in New England to some extent, but large shipments are made also to the United Kingdom, Europe, South America, Central America, Australia, and the West Indies.

The grade of the Boston product is high, and the brands of these establishments command the best prices in both the home and foreign markets.



WILLIAM H. LEE.
President A. J. Houghton Company,
Brewers.



THE LATE ANDREW J. HOUGHTON.
Founder of the Business of A. J. Houghton Company, Brewers.



OTIS S. NEALE.
General Manager A. J. Houghton Company, Brewers.

The total capital employed may be estimated at eight or ten million dollars. Upwards of 3,000



VIEW IN THE ENGINE ROOM OF A. J. HOUGHTON COMPANY.
Brewers of the famous "Vienna" and "Pavonia" Lager Beer, Station Street, Roxbury District of Boston. (256)



BREWERY OF A. J. HOUGHTON COMPANY, Station Street, Roxbury District of Boston.
Specialties: "Vienna" and "Pavonia" Lager Beers. Capacity, 100,000 barrels a year. Sales, 86,000 a year.



HORACE T. ROCKWELL,
Of Rockwell & Churchill, Printers,
41 Arch Street.



THE LATE GARDNER A. CHURCHILL,
Of Rockwell & Churchill, Printers,
41 Arch Street.

ample yards and facilities for handling over 100,000 head a year. At present there are about 25,000 head of cattle killed annually there.

In addition to these there are handled in the local market about 8,000 head that go to neighboring cities and towns of Massachusetts.

In speaking of the beef business of Boston, some account must be taken of the shipment of Western beef here, both for local consumption and for transshipment.

In 1895 11,000 cars of fresh beef were received here.

Of this, 417,000 quarters were exported. Estimating 100 quarters to a car, this would be 4,170 car-loads. So there would be left for local use about 6,800 car-loads.

A car of beef is estimated at 20,000 pounds. An average wholesale price would be six and three-quarter or seven cents a pound. These figures thus yield for exports a value of \$5,840,000; home consumption,

men are employed, and the annual business done amounts to \$40,000,000 and over.

Next as to cattle: All the beef killed in Boston is slaughtered and dressed at the Brighton Abattoir, which is owned by the Brighton Abattoir Association, and is rented to any one who has cattle to kill.

It has



EPHRAIM ADAMS,
Of Ephraim Adams & Co., Bookbinders, 289 Congress Street. Edition Work a specialty. Edges Gilded for the Trade. Established 1838.



LOUIS BARTA,
Of L. Barta & Co., Printers (The Barta Press), 144 to 148 High Street and 71 and 73 Oliver Street.

\$10,520,000; total, \$16,360,000.

Third, mutton: According to the Chamber of Commerce reports, there were received at the



ROCKWELL & CHURCHILL, Printers, 41 Arch Street.



THE BARTA PRESS, L. Barta & Co., Printers.
144 to 148 High Street and 71 and 73 Oliver Street.

Watertown and Brighton Stock Yards in 1895 784,000 sheep. Of these, 182,000 were exported.

N. E. Hollis, of the New England Dressed Meat and Wool Company, a recognized authority on this subject, estimates that between 400,000 and 450,000 sheep are killed for the local supply (Boston and suburbs). This would leave 152,000 to supply the demand created by buyers who come here from the neighboring New England cities and towns.



J. STEARNS CUSHING.

President of the Norwood Press Company, and of J. S. Cushing & Co. (the "Norwood Press"), Compositors, Electrotypers, etc., Norwood, Mass.



GEORGE H. SMITH,

Of Berwick & Smith, Pressmen, and Treasurer of the Norwood Press, Norwood, Mass.



JAMES BERWICK,

Of Berwick & Smith, Pressmen, and Vice-President of the Norwood Press, Norwood, Mass.

At Watertown, one of the divisions of the Greater Boston, and on the line of the Fitchburg Railroad, is also a stock yard. It covers forty acres, with double-track siding of the Fitchburg two miles long. Here there is every facility for the trade, including sheds, water and feeding supply, etc., and every accommodation for dealers.

There are quarters for several thousand head, and on the ground, or contiguous, the establishments of Niles Brothers, packers, the New England Dressed Meat and Wool Company, John P. Squire & Son, packers and provision dealers, and the North Packing and Provision Company.



PRINTING HOUSE OF C. H. SIMONDS & CO.,
297 Congress Street.

Book, Magazine, and Periodical Printers. Established 1850.



THE NORWOOD PRESS OF THE NORWOOD PRESS COMPANY, Norwood, Mass.
Fourteen Miles from Boston, on the New England Road.

J. Stearns Cushing, President; James Berwick, Vice-President; George H. Smith, Treasurer. Also the establishments of J. S. Cushing & Co. and Berwick & Smith, Compositors, Electrotypers, and Binders, as a whole employing nearly three hundred hands.



ALFRED MUDGE.

Founder of the business of Alfred Mudge & Son, Printers, 24 Franklin Street.



FRANK H. MUDGE.

Proprietor of Alfred Mudge & Son, Printers, 24 Franklin Street. Established 1830. Law and Commercial Work a specialty.

Receipts here are mostly from the West, but also from New England, and the trade centring at these yards steadily grows.

SUGAR.

The sugar business of Boston is covered by two refining concerns, the American Sugar Refining Com-



W. S. BEST.

Of W. S. Best & Company, Printers, 93 Federal Street. Established 1870. Specialty: Book and Magazine Work and Illustrated Catalogues. Equipped with Large Presses of Latest Design.



FRANK WOOD.

Book, Job, and Illustrated Printing. 352 Washington Street, opposite Bromfield.

pany and the Revere Sugar Refining Company, — this latter really the firm of Nash, Spaulding & Company.

The American's refinery is in South Boston, and has a capacity of 4,500 barrels a day.

The Revere is in East Cambridge, and has a capacity of 1,000 barrels a day.

These two concerns refine practically all the sugar used here, for, while some fancy grades are brought in from France and Germany and Scotland, they are so small in quantity as to form but a mere bagatelle in comparison to the whole amount used.

Raw sugars come from Cuba, Porto Rico, and indeed almost all the West Indian Islands; also, from South America, Java, and the Philippine Islands.

The Eastern sources of production are being drawn upon this year more than usual on account of the Cuban troubles.

The total receipts at Boston for 1895 were 165,584 tons.

The total distribution in the same year was 151,121 tons.

In 1894 the receipts were 171,747 tons, and the distribution 170,828 tons.

The total receipts of raw sugar at the four ports of New York, Philadelphia, Boston, and Baltimore for 1895 were 1,448,329 tons, and for 1894 were 1,625,960 tons. These are the four principal sugar markets of the eastern side of the country.



EPHRAIM B. STILLINGS,

Of E. B. Stillings & Company (the Stillings Press). Printers and Publishers, 55 Sudbury Street.



THE STILLINGS PRESS, OF E. B. STILLINGS & CO.,
55 Sudbury Street.

Printers and Publishers. Lithographers, and Manufacturing Stationers.



H. M. PLIMPTON,
Of H. M. Plimpton & Co., Book-
binders, 234 and 236 Congress St.

The figures given for Boston receipts and distribution show exactly what New England's sugar trade is. There is none brought here from other refineries in the country.

Average price for fair refining sugar for 1895 was 2.925 cents a pound. Average for granulated, 4.1524, and for 96 degree

centrifugal, 3.27 cents per pound. This gives, roughly, a total for the receipts of raw of \$10,750,000, and for the refined, distributed, about \$13,000,000, — an aggregate for the trade of \$23,750,000.



CHARLES LAURIE,
Of E. Fleming & Co., Bookbinders,
192 Summer Street.



A. L. MACDONALD,
Of Macdonald & Allen, Bookbinders,
rear 192 Summer Street (formerly
of Macdonald & Sons). Fine
Bindings in Leather of every de-
scription.



FREDERICK ALLEN,
Of Macdonald & Allen, Bookbinders,
rear 192 Summer Street. Fine
Bindings in Leather of every de-
scription.

THE WHOLESALE GROCERY TRADE.

The following is derived from opinions of three or four leading grocers of the city:

There are in Boston thirty-two wholesale grocery houses.

These have a capital of seven or eight millions.

The volume of business per year is probably \$30,000,000.

Their field consists of New England almost entirely. Boston does not have all the trade of this district; other cities have acquired a share of it, and competition in this line is lively.

Of the total business, about forty per cent. is done in sugars, and about ten per cent. or fifteen per cent. is what may be classed as *delicatessen*, or high-class stuff, much of which is imported.



H. M. PLIMPTON & CO., 234 and 236 Congress Street.
Bookbinders. Fine Cloth and Leather Work a specialty.



THE CHARLES S. BINNER CO. (Inc.), 138 Pearl Street.
Printers and Manufacturing Stationers. Manifold Letter and Order
Books, Copying Books, Carbon and Ink Transfer Paper. Special
Flat-Opening Account Books, and all styles of Manifold Special-
ties made to order.



THE LATE J. C. HEYMER.
Founder of J. C. Heymer & Son, Electrotypers and Stereotypers, 179 Devonshire and 40 Arch Street. Fifty years in the business.



J. E. HEYMER,
Of J. C. Heymer & Son, Electrotypers and Stereotypers, 179 Devonshire and 40 Arch Street.

LIQUORS, BEER, AND TOBACCO.

The strong prohibition sentiment of New England notwithstanding, Boston is a very extensive market for liquors.

Unofficial figures show a total trade in malt and spirituous liquors of about \$12,000,000 a year in Boston and its surroundings, which figures are probably an under rather than an over estimate. High license prevails, by popular vote, in Boston proper; no license in Cambridge, Lynn, Brookline, and other populous parts of the Greater Hub.

The city proper collects licenses (November, 1895) through its police department, to the extent of about \$1,200,000 annually from about 1,260 concerns. About 700 of these are saloons, or one to every 700 of the population. The others are held by the following: 4 distillers; 91 wholesale liquor houses; 23 brewers; 10 wholesale and 230 retail druggists;



GEORGE C. SCOTT,
Of George C. Scott & Sons, Electrotypers, of 192 Summer Street. Also the Norwood Press.



H. C. WHITCOMB,
Of H. C. Whitcomb & Co., Electrotypers, 42 Arch and 181 Devonshire Street.



JOSEPH H. WARE,
Of H. C. Whitcomb & Co., Electrotypers, 42 Arch and 181 Devonshire Street.

68 innholders, and 94 grocers; and there are 47 special club licenses.

The license varies according to class, *i.e.*, saloon, hotel, inn, etc. Sunday, holiday, and 11 P.M. closing is strictly enforced, except as to hotels.

The imports and exports of liquors are not of sufficient volume to call for special attention in the custom-house returns.

Boston furnishes the greater portion of the collections on government account in the National Internal Revenue district embracing the State of Massachusetts. For the year ending June 30, 1896, these collections were: On spirits, \$2,300,000; malt liquors, \$1,375,000; cigars, \$336,000.

Total on spirits and beer, \$3,675,000. Total of all collections, \$4,250,000. This represents a collection in the State (chiefly in Boston) on 33,400 gallons of spirits, 1,375,000 barrels of beer, and 112,000,000 cigars.



JOSIAH B. SCOTT,
Of George C. Scott & Sons, Electrotypers, of 192 Summer Street. Also the Norwood Press.



WILLARD F. SCOTT,
Of George C. Scott & Sons, Electrotypers; of 192 Summer Street. Also the Norwood Press.



CHARLES P. HOLDEN.

Dealer in New and Second-hand Printers' and Bookbinders' Machinery, 167 Oliver Street.

These collections aggregated \$1,800,000 more than in 1895 to the same date. The increase was due to the es-



FREDERICK FREEMAN,

Of Freeman, Woodley & Co., Dealers in Printers' Supplies, 163 and 165 Pearl Street.



EDWARD W. WOODLEY,

Of Freeman, Woodley & Co., Dealers in Printers' Supplies, 163 and 165 Pearl Street.

and all grades, but with high grades largely in excess. About half the number of wholesale dealers are



JAMES S. WORDSWORTH,

Of Thomas & Wordsworth, Printers' and Bookbinders' Machinists, 52 Purchase Street. Repairing and Moving Printers' and Binders' Machinery a specialty.

establishment here of a bonded warehouse, with the effect that large quantities of liquors were brought to this city from places of production in bond, and the tax paid here where the stuff was marketed. The revenue statistics show nine distilleries in Massachusetts, — one run on grain, the rest on molasses. Of those in the city three are run on molasses. There are thirty-five breweries in the State.

In the liquor line there are about one hundred and twenty firms or houses in Boston that can be classed as wholesale. Some of them do a retail business as well; but their jobbing trade is sufficient to give them place among the distinctively wholesale concerns.

The aggregate capital of these houses may be stated as \$4,500,000 or \$5,000,000.

Of the liquors handled, it may be said they include all varieties

direct importers of all kinds of brandies, wines, gins, whiskeys, and cordials, from the famous European producing and exporting centres; and the houses that do not import direct are, nevertheless,



CHARLES P. HOLDEN, 167 Oliver Street.

Dealer in New and Second-hand Printers' and Bookbinders' Machinery. Agent for George H. Sanborn & Sons' Paper Cutters and Bookbinders' Machinery.



FREEMAN, WOODLEY & CO.'S WAREROOM, 163 and 165 Pearl St. Printers' Supplies. Second-hand Printing Material a specialty.



VIEW IN THE CASTING ROOM OF THE AMERICAN TYPE FOUNDERS COMPANY.

Dickinson Branch. J. W. Phinney, Manager.

Office and Salesrooms, 150 Congress Street. Manufacturers of and Dealers in Type, Printers' Furniture, and Printing Material. Printing Machinery a specialty. Also Electrotypers and Engravers.

well stocked with these delectables. Domestic whiskeys, though, from Pennsylvania, Kentucky, Maryland, and Illinois may be fairly said to form the great staple of the wholesale liquor trade. Some of the larger houses, that have ample capital, frequently have on hand \$100,000 worth of these liquors. The market in which Boston's wholesale trade lies is principally New England. Indeed, for all the staples and regular lines, this is the only market. Some few houses are interested in specialties like bitters, and in that their busi-

ness may reach distant parts.

Boston was formerly a great rum-distilling centre. From the suburb of Medford a popular brand of rum derives

its name. But of late years, owing to the cheapness of other distilling material, the business has sensibly declined. Still, several old houses have survived, and there is yet a considerable trade in the export of New England rum from this port to Africa and other foreign parts.



FRANCIS MEISEL.

Vice-President and General Manager of the Kidder Press Manufacturing Company, Designers and Builders of all kinds of Printing Machinery, 26 to 34 Norfolk Avenue.



HANS CHRISTIAN HANSEN.

Proprietor of the H. C. Hansen Type Foundry, 24 and 26 Hawley Street. Established 1872.



THE KIDDER PRESS MANUFACTURING COMPANY. Office and Factory, 26 to 34 Norfolk Avenue, Roxbury District of Boston.

(263) Designers and Builders of all kinds of Printing Machinery. Printing Machinery for Specialties designed and built to order.



WORKS OF THE FORBES LITHOGRAPH MANUFACTURING COMPANY, Boston, Mass.

Home office, 181 Devonshire Street, Boston. Branch offices, New York, Chicago, St. Louis, Minneapolis, Providence, San Francisco; London, England, 10, 11, and 12 New Bridge Street, Ludgate Circus. Fine Color and Commercial Work a specialty.



OFFICES FORBES LITHOGRAPH MANUFACTURING COMPANY, 10, 11, and 12 New Bridge Street, Ludgate Circus, London, Eng.



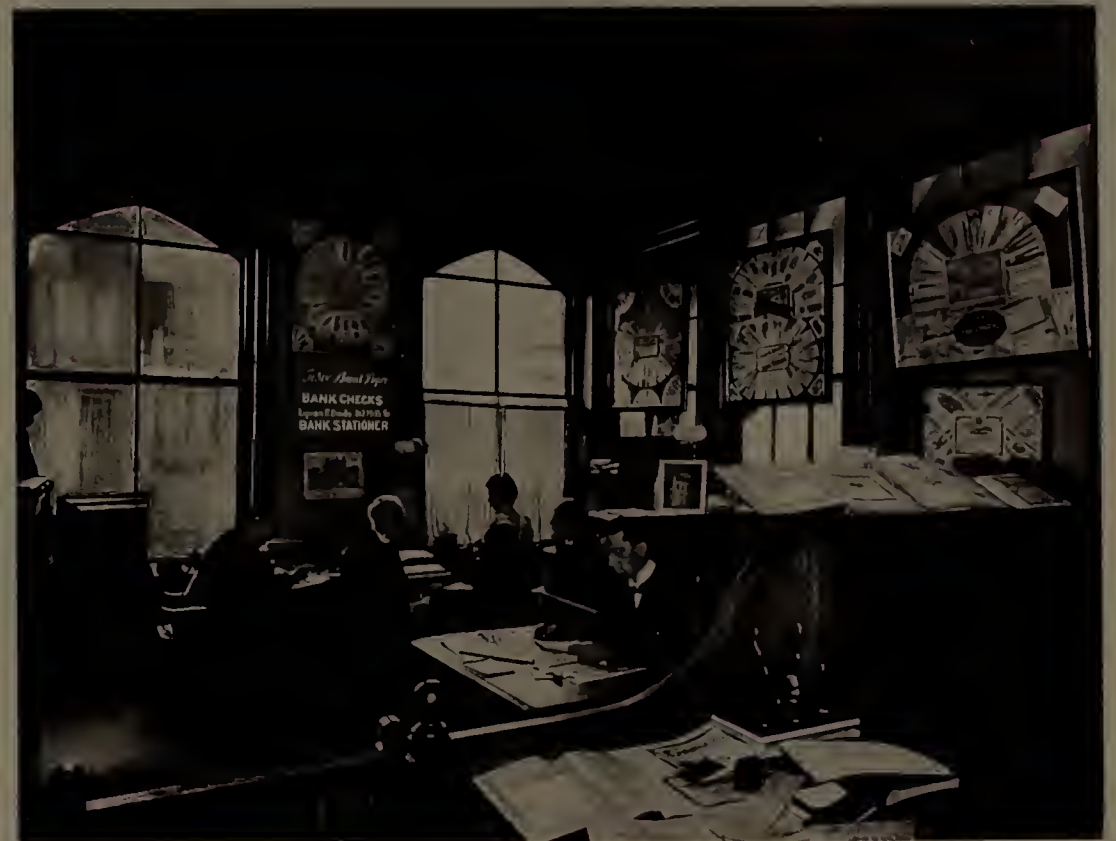
ANDREW C. BERRY, Card Engraver and Wedding Stationer.

Wedding Invitations, At Home and Visiting Cards, Address Dies, Coats of Arms, Monograms, etc. 12 West Street, Room 7, over Bigelow, Kennard & Co.

BREWERS AND BOTTLERS.

Mr. Edward Ruhl, of the New England Brewers' Association, contributes this:

Ale, porter, and beer were produced in the United States fifteen years ago to the extent of 10,000,000 barrels a year. The production now is



VIEW IN THE ESTABLISHMENT OF LYMAN B. BROOKS, 103 Milk Street.

Bank Check Manufacturer and Lithographer. Pioneer Manufacturer of Pocket Check-books and Lithographed Headings. Cards, Envelopes, etc., from same engraving at about cost of type work. Special Agent for National Safety Paper.



THE LATE BENJAMIN LORING.

Founder of the house of Benjamin Loring & Co., 1797. Since 1859 Hooper, Lewis & Co., Stationers, 122 State and 8 Milk Street.

The oldest house in the trade in the United States. Partners have been: B. Loring, 1797 until his death in 1859; John Hooper, admitted 1816, died 1854; John Lewis, admitted 1847, died 1881; John S. Hooper, admitted 1847; and C. H. Hooper, admitted 1857.



SAMUEL HOBBS,

Of Samuel Hobbs & Co., Stationers, Printers, and Lithographers, 14 Federal and 113 Congress Street.



SAMUEL WARD.

President Samuel Ward Company, Blank Book Manufacturers, Engravers, Stationers, and Printers, 49 and 51 Franklin Street, Boston. Proprietors "Boston Linen," "Boston Bond," and "Bunker Hill" Fine Papers and Envelopes.



SAMUEL P. TRAIN,

Of Train, Smith & Co., Manufacturers and Importers of Paper Makers' Supplies, 24 Federal Street.



FRANCIS DOANE,

Of Francis Doane & Co., Manufacturers of Blank Books. Stationers, Printers, and Lithographers, 116 State Street. Established 1825.

35,000,000 barrels, and the prospect is for a steadily increasing output.

Boston keeps pace with the rest of the country in this consumption of malt liquors. In 1866 ten breweries here sold 220,000 barrels of beer; in 1895, twenty-three sold 1,092,340 barrels, and a considerable quantity besides from other parts of the country was consumed here. The 23 plants of the



F. W. BARRY, BEALE & CO.

Account Books and Stationery, 108 and 110 Washington, corner Elm Street, the Well-known Blank Book Corner.

city are valued at \$4,250,000. They

employ permanently about 1,500 men, and pay in wages about \$1,225,000 annually. Reports of the Bureau of Labor and Industry of the State show that only two industries pay higher wages than this one. And in addition to wages the breweries of the city expend annually more than \$700,000 in Boston alone for repairs and other incidentals, the city itself deriving \$150,000 of its revenue, in the shape of taxes, water license, etc.



A. W. MOORE,

Of A. W. Moore & Co., Lithographers, 36 Columbus Avenue, near Park Square. Fine Color and Commercial Work. Also President of the Moore Lithograph Manufacturing Company.



EDWIN W. GAY,

Of Aaron R. Gay & Co., Stationers and Account Book Manufacturers, 122 State Street. Established 1847. Making of First-class Account Books a specialty.



GEORGE S. HUTCHINGS.
Manufacturer of Hutchings' Church
and Chamber Organs, Harcourt
Building, 23 to 37 Irvington Street.



H. C. BARNES.
Dealer in Musical Instruments, 98
Hanover Street.

Machin-
ery and
labor-sav-
ing devices
have revolu-
tionized the indus-
try; the two
most im-
portant in-
gredients
of good
beer, bar-
ley malt
and hops,

are now almost exclusively of American origin. It is held also by the
brewers that cheapened production, enlarging sale of a superior product



FACTORY OF THE HALLET & DAVIS PIANO COMPANY, Harrison Avenue,
Brookline to Canton Streets.

Founded 1839. Employs 250 hands. Capacity, 2,500 instruments annually. Highest awards
at Centennial and Chicago World's Fairs. Salesrooms: 179 Tremont Street, Boston; 88
Fifth Avenue, New York; Arcade Building, Cleveland, O.; Wabash Avenue, Chicago, Ill.



PLANT OF GEORGE S. HUTCHINGS, Manufacturer of Hutchings' Church and Chamber Organs,
Harcourt Building, 23 to 37 Irvington Street. Electro-Pneumatic Actions a specialty. (266)

(which displaces spirits to
a very large extent, and
among the poor especially),
advances the cause of tem-
perance. Beer constitutes
in summer more than 90 per
cent. of the sales of the
licensed saloons of the city.

Ale and porter are made
here by several establish-
ments.

A big business is done
in the city and its vicinity
by brewery agencies and
bottlers; also in the manu-
facture and sale of soda-water supplies, extracts, etc.



JEAN WHITE.
Music Publisher, of 226 Washington
Street.



FACTORY OF THE EMERSON PIANO COMPANY, Boston, New York, and Chicago. Harrison Avenue, Waltham and Union Park Streets, Boston.

COFFEE, TEA, AND SPICES.

It is a well-known fact that the trade in coffee is, in values involved, like the sugar trade, one of the most important in the United States.



P. H. POWERS.
Treasurer of the Emerson Piano Co.

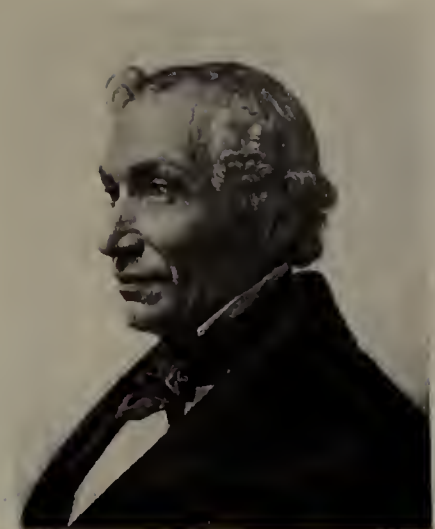
In some respects Boston is perhaps the most remarkable coffee distributing centre of the entire country.

For many years this city has enjoyed a

national reputation for its output of pure and high-grade goods, and it is perfectly safe to say that at the present time the Boston trade is



GEORGE H. CHICKERING.
President Chickering & Sons, Piano Manufacturers, 791 Tremont St.



THE LATE JONAS CHICKERING.
Founder of the famous company of Chickering & Sons of Boston.



FACTORY OF CHICKERING & SONS, PIANO MANUFACTURERS, Tremont Street, Columbus Avenue, Northampton and Camden Streets.

Established 1823. Employs 400 hands. Capacity, 4,000 instruments annually.



H. W. BERRY.

Boston Agent Kranich & Bach
Pianos, of New York, 646 Wash-
ington Street.



ALEXANDER STEINERT.

President of The M. Steinert & Sons
Company, New England Repre-
sentatives for Steinway & Sons
Pianos, 162 to 168 Boylston Street.

The exact arrivals of coffee at this port for 1895 were 188,928 bags, equal to about 28,000,000 pounds.

Even this enormous amount does not fairly represent the quantity controlled by Boston

selling a larger quantity of strictly high-class coffees direct to the retailer than any other city in this country.

people, as one firm here (which, by the way, is one of the largest handlers of high-grade coffees in the world) has branch factories at



STEINERT HALL, M. Steinert & Sons Company, Proprietors, 162 Boylston Street.



FACTORY OF THE KRANICH & BACH PIANOS, New York.
Boston Branch, H. W. Berry, Manager, 646 Washington Street.



WAREROOMS OF THE M. STEINERT & SONS COMPANY, New England
(268) Representatives for Steinway & Sons Pianos, 162 to 168 Boylston Street.

Chicago and Montreal, to which points direct shipments are made by it, and therefore do not appear in the Boston receipts.

This quantity added, the total of the Boston output should be fully 300,000 bags, or about 45,000,000 pounds.

These figures, while in themselves representing a very fair part of the whole amount received at all ports in the United States, are much more significant when the fact is considered that Boston handles to a great extent



STEINERT HALL BUILDING, 162 to 168 Boylston Street, corner of Carver.

Electrical construction work by the Lord Electric Company, 181 Tremont Street.



THE "BLUE STORE," Frank Ferdinand, Proprietor.
2260 Washington Street, corner of Warren. Established 1865. One of the largest concerns in the city handling furniture, carpets, stoves, bedding, and house-furnishing goods generally.

(probably 75 per cent.) only the better class of coffees, while the consumption of the United States is supplied by about 60 per cent. of what in point of grade and drinking merit are medium and low grades.

There are, of course, many varieties of good grades used by the trade here, but principally what are termed mild coffees, viz., Java, Mocha, Maracaibo, Mexican, Central American, etc., Java and Mocha being the best, and are either sold straight or blended in the proportion of, say, two-thirds Java and one-third Mocha, while the other kinds are employed as substitutes for Java, usually by combining several varieties, and sold where a

mild drinking coffee is demanded at a medium price.

Practically all coffee is now sold at wholesale roasted, and is packed in tin cans of from 1 pound to 50 pounds capacity, which method is a Boston idea.



KOOPMAN & CO., Importers of Antique Furniture and Silverware.

18 Beacon Street, Boston; 324 Fifth Avenue, New York; Sassen Straat, Zwolle, Holland.



THE LATE HENRY MASON.

One of the founders of the business of the Mason & Hamlin Company.



EDWARD P. MASON.

President of the Mason & Hamlin Company.

Four or five firms handle the greater volume of goods, but nearly all the grocery houses have a coffee department,



FACTORY OF THE MASON & HAMLIN COMPANY, Cambridgeport.
Salesrooms, 146 Boylston Street, Boston.



FACTORY OF VOSE & SONS PIANO COMPANY, Washington and Waltham Streets, Boston.

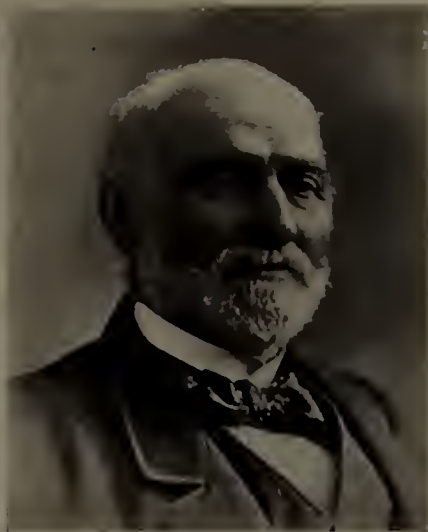
Employs 300 hands. Capacity, 80 pianos a week. Established 1851. Incorporated 1889. Warerooms, 174 Tremont Street.

and as a rule have a very fair trade in the article.

Coffee, for the most part, is imported into Boston *via* New York, and is landed here at as little expense as anywhere else in the



VIEW IN THE SHOW-ROOMS OF THE A. M. McPHAIL PIANO COMPANY, 786 Washington Street.



THE LATE CHAS. H. DODGE,
Of Dodge, Haley & Co., Wholesale
Iron, Steel, Heavy Hardware, and
Carriage Stock, 153 to 169 Broad
Street and 212 to 218 High Street.

world ;
while the
immense
quantities
taken by
the large
concerns
secure
every pos-
sible ad-
vantage as
regards
both cost
and quality.



B. M. JONES,
Of B. M. Jones & Co., U. S. Agents
for Samuel Osborn & Co., Sheffield,
Eng. (Steel), Taylor Bros. & Co.,
Leeds, Eng. (Iron, Steel, Forgings,
Locomotive Tires. etc.), 11 Oliver St.



F. E. WOOD,
Of A. M. Wood Co., Carriage and
Wagon Manufacturers' Supplies,
Lumber, Iron, and Steel, 43 to
53 Beverly Street, Boston. Yard
and storehouses, 31 Dunstable
Street, Charlestown.



A. M. WOOD,
Of A. M. Wood Co., Carriage and
Wagon Manufacturers' Supplies,
Lumber, Iron, and Steel, 43 to
53 Beverly Street, Boston. Yard
and storehouses, 31 Dunstable
Street, Charlestown.

House established 1856; Mr. A. M. Wood identified with it since 1860.
Only house in the trade here. Forty years in one location.



DODGE, HALEY & CO., 153-169 Broad; 212-218 High Street.
William H. Haley, Hayward C. Dodge. Established 1840. Wholesale
Iron, Steel, Heavy Hardware, and Carriage Stock.

Boston must
long be mem-
orable among
the great cities
of the world as
the place of the
historic Boston
Tea Party. It
has a name in
the trade of the
Union besides
as not only the
birthplace, but
the present
home as well,
of tea importa-
tion.

The earliest
imports of tea
came to this
port, and even
later, when



WILLIAM H. HALEY, of Dodge, Haley & Co.
Wholesale Iron, Steel, Heavy Hardware, and Carriage Stock, 153 to 169 Broad and 212
to 218 High Street.



FELIX SMITH,
Of Smith Bros., Furniture, etc., 1211
to 1223 Washington Street.



CHARLES A. SMITH,
Of Smith Bros., Furniture, etc., 1211
to 1223 Washington Street.

away, their places have been ably taken by the merchants of to-day, so that Boston, notwithstanding the extension of the business through the growth of the country, still retains her prominence in the tea trade.

The city is still one of the largest American distributing centres for tea. One firm of large importers, being distributors as well, alone sells more than one-fortieth of all the tea consumed in the United States.

About 200,000 packages, or about 8,000,000



SMITH BROS., Furniture, Carpets, and General House Furnishings,
1211 to 1223 Washington Street.

One of the oldest houses of the city in the furniture business. It has occupied this building since 1865.

improved facilities of transportation, owing to the growth of the trade, required that New York be the port of entry, the larger importers retained their residence here; and while the older importers have passed



BURDITT & WILLIAMS, Hardware, 20 Dock Square.

Established 1860. Firm consists of original members, Charles A. Burditt and Joseph Williams, and James A. Munroe, admitted 1886. Always in this establishment, a building which for more than 100 years has been devoted to the hardware trade.



NEW SALESROOMS OF DOE,
HUNNEWELL & CO., 361
Boylston Street.

Fine Cabinet Makers and Furniture Manufacturers. Importers of Stuffs for Draperies and Wall Hangings, Carpets, Rugs, and Wall Papers, Plain and Decorative Painting.

pounds, are annually brought here, this quantity being nearly one-tenth of the entire consumption of the United States.

This is because of the fact that New



W. BOWMAN CUTTER.

Wholesale and Retail Dealer in Doors, Windows, Hardware, Paints, etc., 17, 19, 31, 33, and 35 Warren St., Roxbury Division of the city. Office, 19 Warren St.

England is almost entirely supplied from Boston, her industries being manufactures principally, and the mill operatives



EDWIN L. HALEY,

Of Haley, Brennan & Co., Manufacturers' Agents for Iron and Steel, Heavy Hardware, Iron Work, etc., 185 Fort Hill Square.



MILES F. BRENNAN,

Of Haley, Brennan & Co., Manufacturers' Agents for Iron and Steel, Heavy Hardware, Iron Work, etc., 185 Fort Hill Square.

in recent years. Twenty years ago there were eight or nine big concerns of that line flourishing in Boston. To-day there are but three. There were, fifty years ago, thirteen manufacturers of mustard in this city and its vicinity; there is but one now in all New England.



DOE, HUNNEWELL & CO., Factory, 537 Albany Street, South End. Manufacturers of Wood Mantels, Custom Furniture, and Interior Finish of all Kinds.

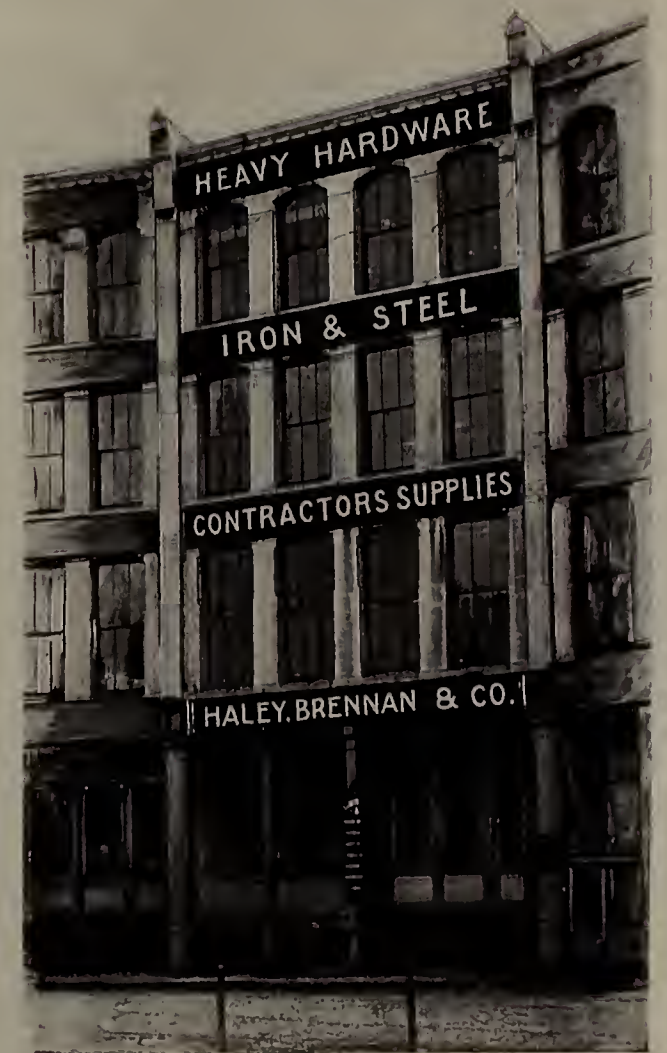
and factory hands very large consumers of tea.

The teas distributed from Boston embrace every known variety, although Formosa Oolong and English Breakfast are the principal kinds.

The larger proportion of tea brought to Boston comes from China and Japan by steamer *via* Suez Canal to New York, although a considerable quantity is brought *via* Pacific ports overland direct to Boston.

Previous to 1870 the distribution of tea was largely controlled by the grocery trade, but with newer methods of selling, and closer competition in the article, the larger buyers seeking the fountain head, the specialty houses, of which Boston has some large ones, have acquired the trade.

The once notable spice trade of the city has passed through a great change



HALEY, BRENNAN & CO., 185 Fort Hill Square. Manufacturers' Agents, handling Iron, Steel, Heavy Hardware, Contractors', Machinists', Blacksmiths', Railroad, and Mill Supplies. Special attention given to Iron Work of every Description.

Yet those establishments that have outlived this period of transition are in a thrifty condition. One house here is about the largest manufacturer of pure spices in the world, and Boston is to-day "head-quarters," so to speak, for pure goods and best quality. Any low-grade or adulterated goods sold by the Boston bakers' supply houses come from New York or Philadelphia.

Boston obtains the stock for this trade chiefly from abroad: whole spices from China and Cochin China, Saigon, and all parts of Malaysia, both the east and west coasts of Africa, Jamaica, etc. Mustard



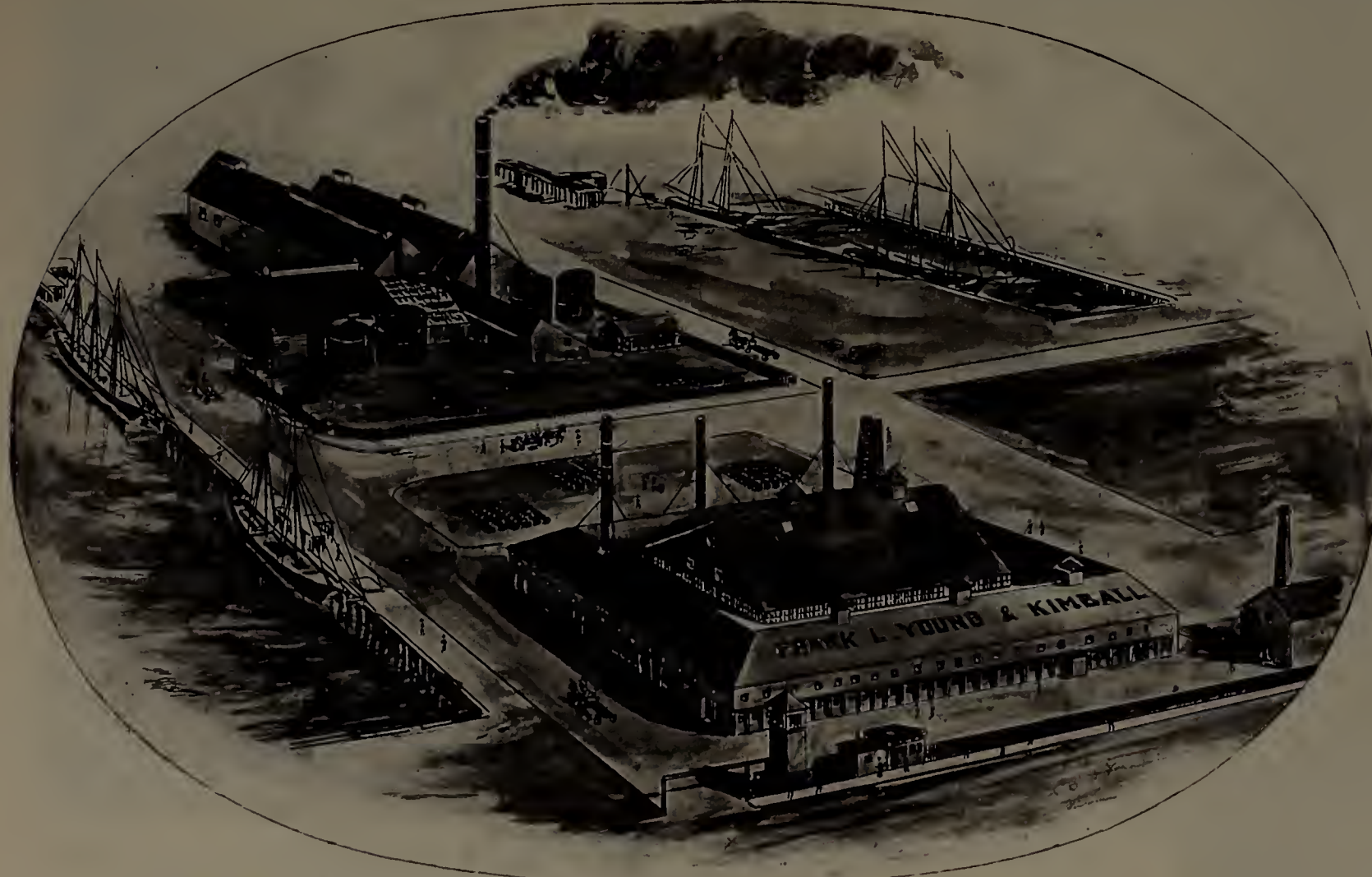
T. J. BABCOCK,
Of the Eagle Oil and Supply Company. Manufacturers, Dealers, and Importers of Oils, Engineers' and Mill Supplies, 100 and 102 Broad St.



S. F. BATHRICK,
Of the Eagle Oil and Supply Company. Manufacturers, Dealers, and Importers of Oils, Engineers' and Mill Supplies, 100 and 102 Broad St.



C. N. GOWARD,
Of the Eagle Oil and Supply Company. Manufacturers, Dealers, and Importers of Oils, Engineers' and Mill Supplies, 100 and 102 Broad St.



WORKS OF FRANK L. YOUNG & KIMBALL, 1 Street, South Boston. Office, 111 Purchase Street.
Manufacturers of and Dealers in Oils and Grease, Degras, Wax, etc. Factory, Storehouse, and Wharves cover about three acres. Unexcelled facilities. Specialties for Home and Export Trade: Refined Fish Oil, Hard Grease, Degras, Pure Cod Oil, Sod and Moellon Oil, Wax, Stearine, and Tallow, Cylinder, Engine, and Lubricating Oil, etc.

seed used in the trade grows in nearly every part of the world. The nice qualities are often worth six times as much as the poorer seeds.

Some of the oldest houses and most substantial of the city are to be found in the spice and coffee trade. One in this line was founded in 1815, and it has trade all over the United States; another old, famous, and exceptionally prosperous coffee-house here has a branch in Chicago and also one in Montreal.

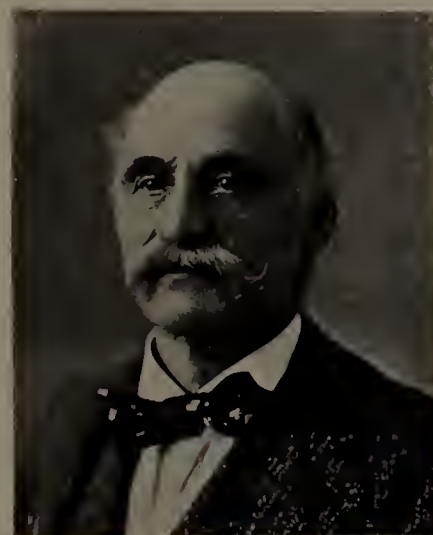
The canning and preserving business here is extensive. A number of large concerns, like those represented on other and earlier pages herein with engravings, are largely engaged in this line. The grocers' specialties business is also large. This line has representation herein also, under appropriate headings.

PRINTING AND PUBLISHING.— THE NEWSPAPERS AND JOB-WORK.— BOOKMAKING.— CAMBRIDGE A GREAT SEAT OF THE INDUSTRY.—
SCHOOL-BOOK PUBLISHERS.— MAGAZINES AND JUVENILE PUBLICATIONS.



H. B. COBURN,

Of H. B. Coburn & Co., Commission Merchants. Lard and Neat's-foot Oils and Starch. 145 Milk Street. Secretary also of the Oil Trade Association of Boston.



J. E. HASELTINE.

Commission Merchant and Broker, 8 Central Wharf, and Treasurer of the Oil Trade Association.

IN the National Census Reports of 1890 the total printing and publishing product of Boston and Cambridge for that year is given as of the value of \$14,725,000.

In the five or six years since that census was taken there has been, in general, a large increase in the business here as to plants, capital, and output. The dull times of this period notwithstanding, the printing business has flourished and shown an exceptional vitality. It is considered one of the healthiest and soundest lines followed here; very few failures occur in it, and the prospects for it on the whole are highly encouraging.

The printing and publishing and allied business of this trade centre to-day is estimated by competent authority something like \$20,000,000 a year, which may be divided among the following industries:

1. Job printing, binding, and manufacturing of stationery.
2. Newspapers (daily and weekly).
3. Magazines and periodicals.
4. Book publishers with plants.
5. Publishers without plants.
6. Lithographers, engravers, etc.

In the domain of the daily press, here as elsewhere in the country, competition has forced an exceptionally rapid growth in



OFFICE OF THE VACUUM OIL COMPANY, 45 Purchase Street. William A. Root, Manager.



I. H. WILEY,
Of I. H. Wiley & Co., Manufacturers
of Paints and Dealers in Painters'
Supplies, 84 to 92 Sudbury Street.



WILLIAM A. WOOD,
Of William A. Wood & Co., Oil Deal-
ers, 371 and 373 Atlantic Avenue.

One type-foundry here has now orders on hand sufficient to keep its whole plant going at full capacity for six or eight weeks independent of any new orders that may come in. In the last five years its sales have doubled.

In the manufacture of books Boston has always been the foremost American city—the "Hub," so to speak; much business has come to it in this industry through its literary prestige, and during

many years its cultivation of the art preservative of all arts.



J. FRANK BRAIDS.
Manager Fiske Bros.' Refining Co.,
Boston House. Manufacturers of
Machinery, Motor, and Tramway
Lubricants and Lubricating Oils
(“Lubroleine,” Trade Mark), 161
Milk Street.



I. H. WILEY & CO., 84 to 92 Sudbury Street
Manufacturers of Paints, Varnishes, Colors, etc., and Dealers in
Painters' Supplies. Established 1846. Factory, Charlestown and
Lynn Streets. Specialties: Boston Railway Paste Paints, Superfine
Coach Colors, Pure Oil Stains and Oil Colors, Wood Fillers, Floren-
tine White Mastic Varnish, “Hub” Mixed Paints, Shingle Stains,
etc.

recent times. Not only have the papers in-
creased in size, but edi-
tions now are
larger than
ever and put
out oftener, all
which means
larger equip-
ments and
more people.

To-day
there are
placed with
R. Hoe & Co.,
from Boston
papers and
printing con-
cerns, orders
aggregating
\$200,000 and
upwards.

(276)



WILLIAM A. WOOD & CO.,
371 and 373 Atlantic Avenue.
Agents for New Bedford Whale and Sperm Oils.
Manufacturers of Cylinder, Machinery, and
Wood Oils, Receivers of Lard Oils, and Deal-
ers in Illuminating and Spindle Oils.



WORKS OF THE JAMES H. PRINCE PAINT CO.,
5 and 7 Lancaster Street.
Manufacturers of English Tinted Leads, Derby Mixed Paints,
Stains, Colors in Oil, Floor Paints, Carriage Paints, Liquid
Wood Filler, etc. Established 1890.



WORKS OF ALDEN SPEARE'S SONS & CO., Oil, Starch, and General Mill Supplies,
East Cambridge, Mass.

Main office and supply department, 367 and 369 Atlantic Avenue, Boston.



PAINT WORKS OF THE J. W. HOFFMAN COMPANY, 436 to 440 Atlantic Avenue.

J. W. Hoffman, President. Specialties: Ready Mixed Paints, Putty, Tinted and White Leads, Zincs, Standard Floor Paints, and Dry Colors.

It has a reputation especially for high-grade work; the general get-up of works issued here is superior; and big publishers in New York and Chicago, as well as other places, send a great deal of their work here to be done. Over half the fine book-work pro-



HENRY J. HALL.

Oil Broker, 275 Franklin Street.
Handling Oils and Greases, Lubricants, Stearine, Soap Stocks, etc.



GEORGE H. LEONARD,

Of George H. Leonard & Co., Boston and Chicago. Importers of Newfoundland Cod, Sod, and Olive Oils, Degras, Sumac, Gambier, and Tanners' Extracts. Dealers in Fish Oils, Oleo, Stearine, Tallow, and Hard Grease. Offices, 225 Purchase and 73 High Street, Boston. Branch store, 103 Michigan Street, Chicago, Ill.

duced here comes from Cincinnati, Chicago, Philadelphia, and New York.

The bookbinders, lithographers, and engravers of the city are similarly of note in their crafts for the finest work.



OFFICE OF ALDEN SPEARE'S SONS & CO., 369 Atlantic Avenue.

Oil, Starch, and General Mill Supplies. Louis R. Speare, Henry I. Hall, E. Ray Speare, Alden Speare (Special). Established 1851.



CURTIS DAVIS.

Founder of the Firm of Curtis Davis & Company, and Originator of the well-known Brands of Soaps, "Unequalled Extra," "American Peerless," and "Welcome." Deceased February, 1887. Factory, 184 Broadway, Cambridgeport, Mass. Office, 136 State Street, Boston.



JAMES MELLEN.

Late Member of the Firm of Curtis Davis & Company, Makers of the Famous "Welcome" and "Unequalled Extra" Soaps. Deceased January, 1896. Factory, 184 Broadway, Cambridgeport, Mass. Office, 136 State Street, Boston.

Here are the Riverside Press of Houghton, Mifflin & Co., the Athenæum Press of Ginn & Co., the University Press, and the Norwood Press.

At these plants all parts of the work are done from start to finish, and they do practically all the work for the local publishers of standard works.

There are other printers who do some book-



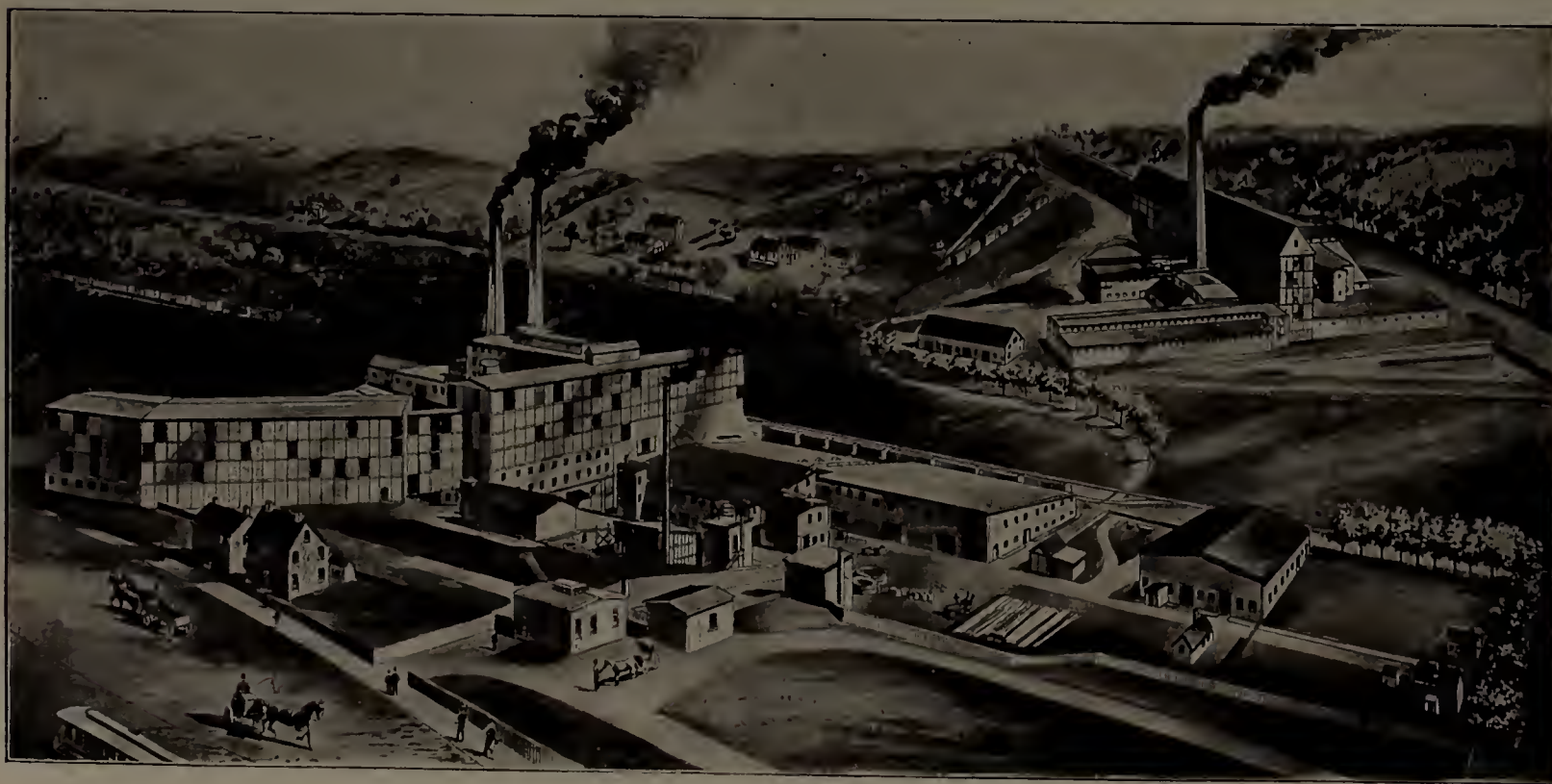
EDMUND REARDON,

Of John Reardon & Sons, Soap Makers and Manufacturers of Tallow, Oleo, Oil, and Stearine. Established 1856. Salesrooms, 24 Commerce Street and 69 South Market Street. Factory, Cambridgeport.



MASURY, YOUNG & CO., 75 and 77 Broad and 50 Battery March Street.

Established 1859. Oils for all purposes, Illuminating and Lubricating; for Spindles, Looms, and Machinery, Elevators, Cylinders, Engines, Dynamos, Belting, Leather, Wool, Soap, Axles, Gearing, Lanterns, Signal Lights, etc.



GLUE FACTORY OF THE AMERICAN GLUE COMPANY, Peabody, Mass.
Boston office, 415 to 431 Atlantic Avenue.

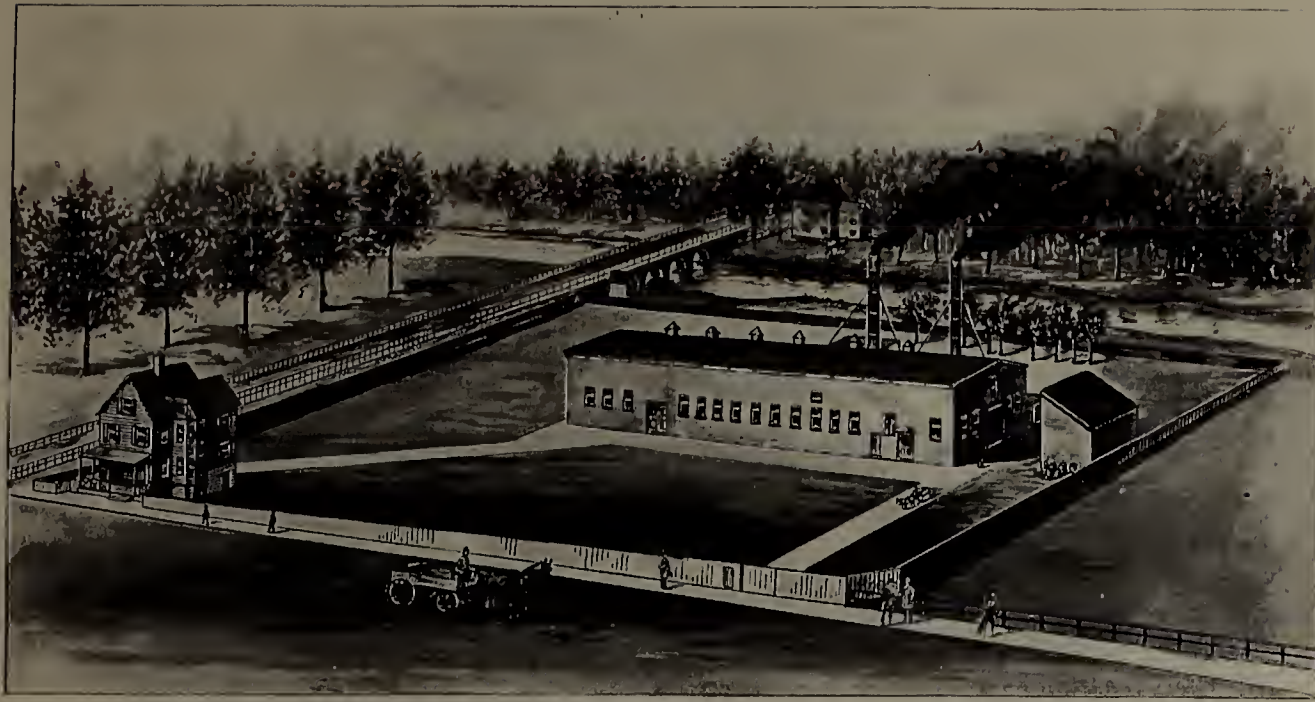
(278)

work, but they should be classed rather as job printers. Of publishers, Boston has a number, eight or ten of whom are well known.



D. WEBSTER KING.

President and Treasurer of the American Glue Company, 415 to 431 Atlantic Avenue.



WORKS OF GILBERT BROS. & CO., Lactic Acid, Dye Stuff, and Chemical Manufacturers and Importers.
Newton Upper Falls, nine miles out, Boston & Albany Railroad. City office, 204 Purchase Street.

Houghton, Mifflin & Co., Roberts Brothers, and Estes & Lauriat are big. Lee & Shepard and the Lothrop Publishing Company make

a specialty of juvenile works, and in that line are widely known. These houses bring out standard works entirely. Boston has done little or nothing in the cheap reprint or the sensational



FACTORY OF JOHN C. DOW & CO., Fertilizers, Soaps, and Poultry Supplies,
Cambridge and East Medford.

J. C. Dow. Established 1866. City office and sales department, 13 and 14 Chatham Street, Boston. Specialties: Dow's Nitrogenous Superphosphate and Ground Bone Fertilizer, Condition Powders, Horse, Cattle, and Poultry Food, Soap Stock, etc.



UDELPHO V. SAGE,

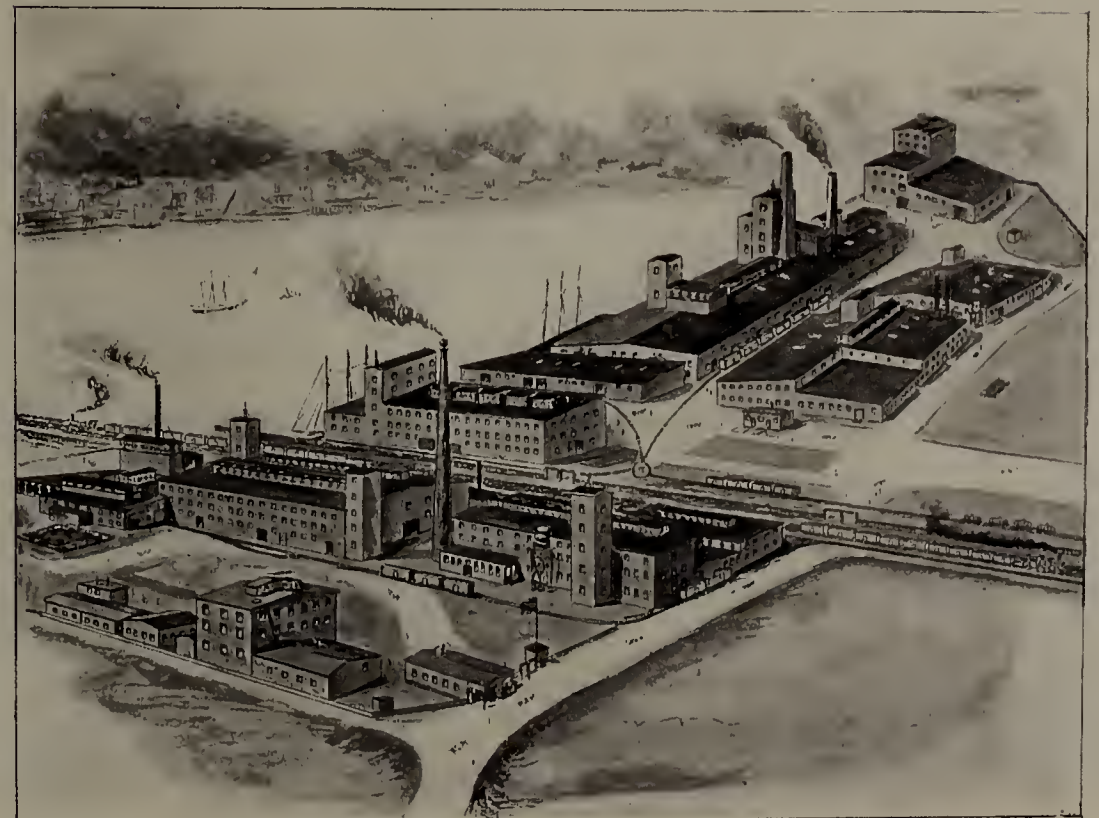
Of Sage Bros., Importers of Essential Oils and Dealers in Bottlers' and Druggists' Supplies, Extracts, etc., 8 Portland Street. Established 1883.



WILFRED H. SAGE, M.D.

Analytical Chemist for Sage Bros., Manufacturing Chemists, of 8 Portland Street. Formerly Chemist to New York State Dairy Commissioners.

line. New York and Chicago have that field. The publishers here, too, do not handle translated works to any



WORKS OF THE COCHRANE CHEMICAL COMPANY, Everett, Mass.

City office, 55 Kilby Street.



E. P. BOSSON,
Of Bosson & Lane, Manufacturers,
Importers, and Dealers in Chemi-
cals and Dye Stuffs, 36 Central
Wharf.



N. H. LANE,
Of Bosson & Lane, Manufacturers,
Importers, and Dealers in Chemi-
cals and Dye Stuffs, 36 Central
Wharf.



WOBURN WORKS OF BAEDER, ADAMSON & CO., of Philadelphia.
Manufacturers of Glue, Curled Hair, Emery Cloth, Sand Paper, etc. Established 1828.
Works: Philadelphia, Newark, N.J., and Woburn, Mass. Branches: New York,
Chicago, and 143 Milk Street, Boston.



RIVERSIDE WORKS OF BAEDER, ADAMSON & CO., of Philadelphia.
Manufacturers of Glue, Curled Hair, Emery Cloth, Sand Paper, etc. Established 1828. Works: Philadelphia,
Newark, N.J., and Woburn, Mass. Branches: New York, Chicago, and 143 Milk Street, Boston. (280)

great extent. They are the medium largely through which American writers reach the public, many of whom reside hereabouts. Of the fifty books considered by the librarians in New York State as the best for public library use, out of all those published in 1895, ten were issued by a Boston house, Houghton, Mifflin & Co., and were all by American authors.

It is only natural that Boston, which has so long held eminent place in the intellectual progress of the country, should be prominently engaged in the publishing of school books. It is, in fact, one of the greatest centres of that business in the Union.

At the present time, at least seven school-book houses have their headquarters in this city, — Ginn & Co., Silver, Burdett & Co., D. C. Heath & Co. (pages 68, 69, and 70), Leach, Shewell & Sanborn, the



WORKS OF THE MERRIMAC CHEMICAL COMPANY, South Wilmington, Mass.

Southern Division Boston & Maine Railroad. City office, 13 Pearl Street, Boston. Organized 1863. C. T. Howard, Treasurer; A. P. Howard, Superintendent. Specialties: Oil Vitriol, Muriatic and Nitric Acids, Sulphates of Soda and Alumina, Hydrate of Alumina, Alum, Glauber Salts, Bisulphite of Soda, etc.



DR. C. H. STARR.

Proprietor Dr. C. H. Starr's Vegetable Blood Purifier and Liver Invigorator, 1641 Washington Street.

educational department of Houghton, Mifflin & Co., Allyn & Bacon, and Thompson, Brown & Co. Ginn & Co. have offices also in New York City, Chicago, Columbus, O., Dallas, Tex., Atlanta, Ga., and London, Eng.; and Silver, Burdett & Co. in New York, Chicago, and Philadelphia. Most of the other houses have offices also in New York and Chicago, — so that Boston reaches out, in this particular, all over the country.

In the publishing of books for the higher grades, academies, seminaries, and colleges, Boston certainly leads at the present time. Ginn & Co., Houghton, Mifflin & Co.,

and the University Press have plants for manufacturing such books. They are all located across the Charles River, in Cambridge and Cambridgeport. Ginn & Company's has a prodigious capacity. From 15,000 to 20,000 books can be produced in it for every working day.



F. E. ATTEAUX,

Of F. E. Atteaux & Company, Importers of Dye Stuffs and Chemicals, 172 to 178 Purchase Street. Works in South Boston.

This same house turned out in a single year



WORKS OF F. E. ATTEAUX & COMPANY, West First and D Streets, South Boston.

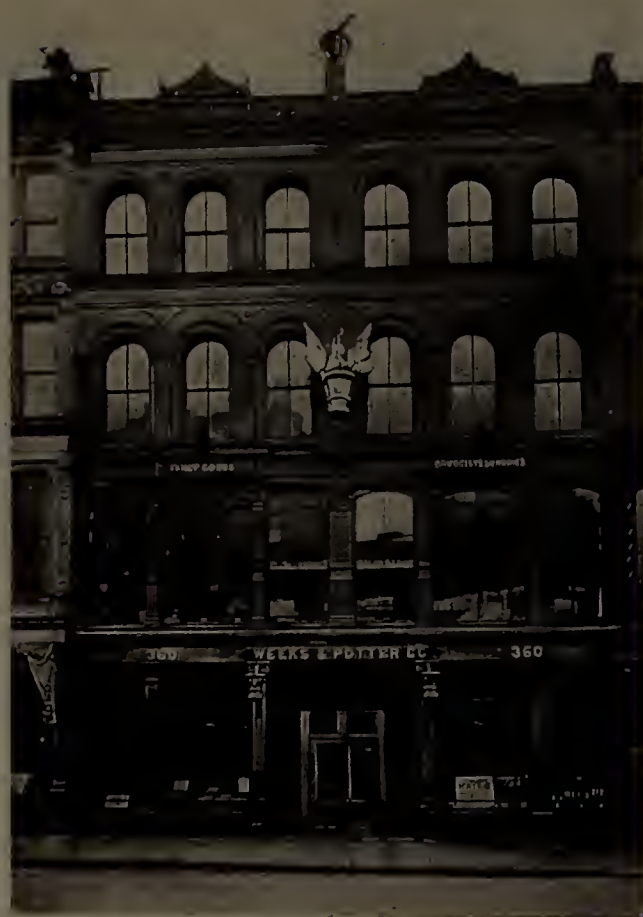
(281) Manufacturers of Colors and Chemicals. Sales department, 172 to 178 Purchase Street.

11,000,000 spelling books, and that only one item of their business, a fact which may be taken as an illustration of what the school-book trade has come to be here.

Exclusive of school books, the total book-publishing business of Boston is in the neighborhood of \$4,000,000; with school books added it is about \$6,500,000 annually.



I. S. JOHNSON & CO., 22 to 26 Custom House Street. Manufacturers of Proprietary Remedies. Established 1810. They make Johnson's Anodyne Liniment and Sheridan's Condition Powders, etc., and publish the journal "Farm and Poultry." The building alongside is a landmark, the Old Custom House of Boston.



BUILDING OF THE WEEKS & POTTER CO., Wholesale Drugs, 360 Washington St.

THE PAPER TRADE.

New England is the great paper-manufacturing district, and Boston is the office and selling centre for most of the big concerns in that business in the Northeast.

The city also has a very heavy jobbing trade, with sales all over the United States.

Exporting is carried on to some extent too, particularly to England.

Among the manufacturers here are such houses as S. D. Warren

& Co., the largest concern in the United States making fine book and plate papers, who supplied the paper for "Grant Memoirs," a notably heavy contract, and who also supply the "Youth's Companion" regularly; Hollingsworth & Whitney and the Hollingsworth & Vose Company, manila.



F. M. KEELER,
Of F. M. Keeler & Co., Druggists' Sundries, 112 Franklin Street.



CUTLER BROS. & CO., Nos. 89 Broad and 10 and 12 Hamilton Street.

Wholesale Importing and Jobbing Druggists. Established 1826



W. BUCKMAN.

General Truckman, 95 Commercial Street. Successor to Ames & Co.

In all there are 20 or 25 manufacturers of paper and pulp whose headquarters are in Boston.

Their aggregate capital amounts to \$10,000,000 or thereabouts.

Of jobbers of paper there are between thirty and forty, and their combined capital will aggregate in the neighborhood of \$2,500,000.

The business, as has been said, covers all the United States, and exports of news and book paper and pulp are made to London, England, and other parts abroad.

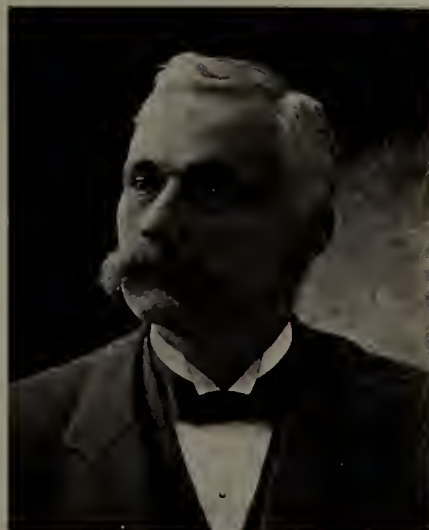
All the big newspapers and periodicals and printing houses of the city buy all their paper here, and this city supplies many of the leading journals of Philadelphia and Chicago, as well as other smaller places.

The "Boston Herald" uses from 25 to 30 tons a day, the "Globe" a like quantity.

The total daily paper production of New England is :

Massachusetts, 1,850,000 pounds ; Maine, 2,432,000 pounds ; New Hampshire, 1,082,000 pounds ; Connecticut, 588,000 pounds ; Vermont, 738,000 pounds ; total, 6,690,000 pounds.

On a basis of eight employees per ton of daily pro-



M. BARR.

Government Truckman and Forwarder of all kinds of Merchandise, 2 Central Wharf.

duction, the total force engaged in the business tributary to Boston would be somewhere about 28,000.

THE PIANO AND ORGAN BUSINESS.— MUSICAL INSTRUMENTS.

The census of 1890, of the national government, records twenty-nine establishments in Boston engaged in the manufacture of musical instruments, pianos and organs chiefly. In addition, Cambridge is credited with fourteen concerns of the same class, making forty-three all told.

The figures given in this census report show this to be an important industry. It affords a livelihood, in Boston and Cambridge, on an average, during the year, to 2,877 hands, to whom are paid \$2,187,695 in wages. It employs \$5,214,103 of capital, and uses \$2,266,675 of materials, and its output is of the value of \$5,500,731 a year.

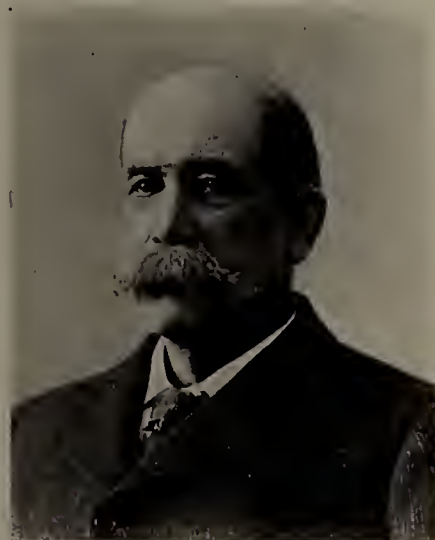
Boston was one of the earliest American centres of this branch of trade. The industry began here in the first half of the century.

In these census totals as given above are embraced several branches of the industry — piano actions, key



WILLIAM H. LYMAN.

Master Teamster, 92 Tyler Street. Veteran Sixteenth Massachusetts, Third Corps Army Potomac, under "Fighting Joe" Hooker. Pioneer in Parcel Delivery. Predecessor, 1875-1890, of Boston Parcel Delivery Company. Since 1890 in Piano and Furniture Moving. For twenty-one years, with short interval, intrusted with all Parcel Delivery of A. Shuman & Company.



M. B. SKEELE.

Truckman, 39 and 41 Commercial Street.



R. B. HARDING.

Truckman, of 9 Merchants Row. Hauling, with eight teams in service, chiefly for the Wholesale Grocery Trade.

manufactures, etc., as well as instruments complete. Half-a-dozen large piano and organ manufacturers, whose names literally are household words throughout the country, like the Hallet & Davis, Chickering, Emerson, Vose, and Ivers & Pond Piano Companies, and the Mason & Hamlin, Estey, and Hutchings Organ Companies, do the bulk of the business.



OFFICE OF T. LIBBY & CO., 85 Purchase Street.
T. Libby, F. M. French, Teamsters and Forwarders, Safe and Furniture Movers.
(East Cambridge Express.)

the trade. This prestige, together with the demands made by a large population, has drawn here a number of agencies for the sale of pianos and organs of outside make, several of which establishments have representation by illustrations herein.

THE FURNITURE TRADE.

Boston is of note in this line rather for the quality than quantity of its production; the wholesale trade has in the past twenty-five



T. LIBBY,
Of T. Libby & Co., Teamsters and Forwarders (East Cambridge Express), 85 Purchase Street.

Boston is not only the principal centre of the industry in this country, but it is the place of manufacture of the best and finest instruments made in the land. It has, in fact, a world-wide reputation in

years witnessed a decline.

At one time Boston turned out of her few factories practically all the furniture of the United States and Canada, and large amounts for Cuba, Africa, and South America.



J. L. NORCROSS.
Job Teaming and Expressing, 212 State Street.



OFFICE OF THE FROST FORWARDING AND TRANSFER COMPANY,
32 Dorchester Avenue, opposite N.Y., N.H. & H. R.R. Freight Terminals.
Also No. 5 Freight House, Rutherford Avenue, Charlestown (Authorized Agents Boston & Maine R.R., Eastern Division). Also Fitchburg R.R. Local Freight Office, Charlestown. Successors to Thomas P. Frost, J. H. Pote & Co., J. L. Lawrence. William H. Murphy, Detroit, Mich., President; Edwin T. Frost, General Manager; Charles B. Frost, Secretary; Edgar A. Dunn, Treasurer.

But, since 1876, styles have so changed, and the West has entered so largely into competition, that many old well-known factories of Boston and vicinity were one by one closed, and in some cases never reopened. However, some of the old houses still remain, and in many instances are doing an excellent business.

Oak furniture in general use had its turn with other woods. Again, a fashion which ap-



TEAMS AND STABLES OF LEWIS FLANDERS & CO., Truckmen.
Grant Street, South Boston, opposite the American Sugar Refinery.

in this market. This statement is likewise true of certain lines of cabinet and case work in chairs and in desks.

So whatever Boston may have lost in volume she has made up in quality. As an example of the Boston furniture-makers' art, we may cite the furnishings of the Boston Public Library, of the Vanderbilt mansion at Asheville, N.C., and the Odd Fellows' Temple at Philadelphia.



ALBERT L. FLANDERS.

Vice-President Master Teamsters' Association, and of Lewis Flanders & Co., Truckmen. Office, 93 Central Street and 12 Central Wharf.

pears to have come to stay has shown itself; namely, the change to brass and iron bedsteads. The best grades of the former are imported for the Boston market, but in the iron beds, fully equipped factories are in operation here.

Parlor furniture continues to be made in Boston in considerable quantities, and as a rule is of very good quality. No finer upholstered furniture is produced in the world than that made

The wholesale trade here, which includes manufacturers and jobbers, is well organized. They have a system of credits wherein they cooperate with brother merchants all over the country to their mutual benefit. This system is under a general manager, located in New York City, where for years he has served the different Furniture Boards of Trade of United States, including



H. K. LIBBY.

Teamster and Forwarding Agent, of 156 Summer Street. Established 1864. Machinery and Safe Moving and Light Expressing a specialty.



L. A. WATERHOUSE,

Of Waterhouse & Clement, Truckmen, Forwarders, and General Expressmen. Business chiefly with the Leather, Boot and Shoe, and Wool Trades. Office, 268 Purchase Street.



A. S. CLEMENT,

Of Waterhouse & Clement, Truckmen, Forwarders, and General Expressmen. Business chiefly with the Leather, Boot and Shoe, and Wool Trades. Office, 268 Purchase Street.

the New England Furniture Exchange, which is the local trade organization here.

The following figures may be of interest in connection with the foregoing:

There are 75 manufacturers of furniture in this city, employing a capital of about \$2,500,000. There are 15 jobbers whose net capital is about \$250,000.



HAUL OF 41,000 POUNDS BY CHARLES H. BUCHANAN, Truckman, of 11 Central Wharf.

A Westinghouse Compound Engine carried from the Providence Freight Depot to the Mechanics' Fair. Mr. Buchanan makes a specialty of moving printing offices, machinery, etc., and of transfer work, large or small. The cut shows the style of his business.

IRON AND METALS.

In the metal business there are eight firms in Boston. They handle pig iron and lead, lead pipe, copper, spelter, aluminum, solder, tin plate, sheet iron, corrugated iron, tanners' tools and machines, etc.

A leading firm estimates the total yearly business at \$2,500,000.



CHARLES H. BUCHANAN,
Truckman, Safe and Machine Mover,
and General Forwarder of Free and
Bonded Goods, 11 Central Wharf.

There are about 100 retailers whose total investments in the business amount to about \$2,000,000.

The manufacturers employ about 1,100 operatives, and they have yearly pay-rolls of about \$750,000.

Of the eight houses in the metal business two handle also iron and steel. The others are exclusively metals, that is to say, in the restricted sense of the trade. In the iron and steel line there are fourteen or sixteen firms that carry stock and transact a regular business.



A. H. SHEDD,
Of A. H. Shedd & Co., Freight Forwarders and General Teamsters,
corner of Summer and South Sts.



HOYT & PARKER, 119 Summer Street. William K. Otis, Manager.
Truckmen and General Forwarders, making a specialty of hauling for the wool, leather, and shoe trades. The illustration shows one of their teams hauling a load of shoes from the factory of Charles H. Moulton, Brookfield, Mass.



A. W. KNIGHT.
Master Truckman and Teamster.
Office, 54 Broad Street.

CORDAGE MANUFACTURE.

Boston has always been prominent as a centre of the cordage industry. The first ropewalk in America was set up here at the corner of Summer and Purchase streets, in 1642, and the business thus started has grown steadily ever since. The industry

was developed in the colonial days, and at the time of the Revolution there were twelve or fifteen ropewalks here. In those days, and for a long time after, American shipping drew its supplies largely from this city, and the cordage business was long in a highly flourishing condition. To-day the patronage of the shipping grows less and less, but the use of the reaping and harvesting machines in agriculture

has opened a new field and source of demand, and the business continues to grow thereby.

New England was, for a lengthy period, the only part of the country in which the industry thrived. Now, though it may still be considered the principal seat of the business, other parts participate in it.

The plants located in and near Boston are those of the



D. S. QUIRK.
Manager D. S. Quirk Company,
Truckmen, 280 Causeway Street,
Boston, Mass. Teaming of every
description. Telephone connection.



H. S. BARRON.
General Truckman and Forwarder, of
56 Commercial Street. Hauls chiefly
for the "Market Trade," *i.e.*, Produce
and Fruit, Provisions, etc.; but
also has a heavy general traffic as
well.

Sewall & Day Cordage Company, the Pearson Cordage Company, the Boston Cordage Company, the Standard Cordage Company, and the Chelsea Cordage Company.

These are all in the combine known as the "Standard Rope and Twine Company," with principal offices in New York.

Of plants elsewhere in New England there are the New Bedford Cordage Company, and the Plymouth Cordage Company of Plymouth, the Bay State of Newburyport, and the Hingham of Hingham.

Only two of the Boston plants are in operation now. They employ about 1,200 hands, and turn out from 17,000 to 18,000 tons of rope and binder twine a year. In addition to this, Boston also

sells about the same quantity of the product of plants situated elsewhere in New England, so that the total annual cordage sales reach about 35,000 tons. This will average in value \$100 a ton, or \$3,500,000 for the whole. The market for the product is this country, the West Indies, South America, and Canada.



W. E. STACKPOLE,
Of W. E. Stackpole & Company,
Truckmen, 29 Doane Street, Boston.



E. C. GIFFORD.
Truckman, 55 Commerce Street, Successor to J. W. Goodnough. Orders attended to with promptness and care.



W. E. LOVELESS.
Master Teamster, of 40 Canal Street.
General Truckman and Forwarder.

DRUGS, DYE-STUFFS, AND CHEMICALS. — PAINTS AND OILS. — FERTILIZERS. — OTHER MISCELLANEOUS LINES.



J. W. MITCHELL.
Truckman and Forwarder. Office,
132 Purchase Street.

IN these lines there are in all about fifty firms in business in this city, that number including some outside houses that have agencies here. These agencies are from New York as a rule.

The great staples of the business are indigo, logwood, catch, gambier, nitrate of soda, and the long list of coal-tar products known as "anilines."

Logwood is brought from Hayti and Jamaica almost entirely. Very little, perhaps 1,000 tons, comes direct to Boston. About 80,000 tons are brought into the United States every year, and most of it comes through New York. Of this total possibly one-third is used in New England.

Boston proper has only one establishment where the extract is manufactured, viz., that of the New York and Boston Dyewoods Company, and it uses up, say, 15,000 tons a year. The sale of this, however, is not confined to New England.

Indigo is one of the largest items in the dye-stuff trade. The total importations of this article into the United States for 1895 were: From Calcutta, 85,000 chests of 300 pounds each; from Madras, 1,200 chests of 250 pounds each; and from the West Indies, 600 bags of 150 pounds each. Ordinarily this will be

supplemented by several hundred chests purchased in the London market. But this is such a variable quantity it can scarcely be used as a basis for calculation.

Of this total quantity imported, nearly two-thirds may be put down as New England's share of the consumption.

It is used chiefly for prints or calicoes, but is also largely used for men's woollens. The four principal grades range in price from 75 cents a pound for low to \$1.25 for the finest.

In 1895 30,000 bales of gambier, weighing 250 pounds each, were imported at Boston. Eighteen thousand of these came *via* London; 12,000 direct from Singapore by sailing vessel. Forty per cent. of this whole amount was consumed in New England, chiefly in the tanning of upper leather, though some is used, too, in dyeing. The remaining 60 per cent. goes all over the West wherever tanning and dyeing are done.

An average price for this gambier would be four and one-half cents a pound, or for the whole amount of receipts, \$337,500.

In 1895 the total importations into the United States amounted to 142,000 bales, of which Boston took, as has been



ALBERT S. ATKINS.
Truckman and Forwarder, making a specialty of Market-House and the Produce Trade, 17 North Market Street.



THE LATE J. W. COOK,
Of J. W. Cook & Son, Pianoforte Movers, of 20 Avery Street.



W. H. COOK,
Of J. W. Cook & Son, Pianoforte Movers, of 20 Avery Street.

seen above, something over 20 per cent.

In 1894 the whole country had 100,000 bales, and Boston had 16,000 of them.

Another variety of the article is handled to an extent that makes it an important factor in the business. It is known as "Cube gambier." In 1895 upwards of 1,000 tons were shipped from Singapore, and of this amount 90 per cent. gets to New England *via* London and New York.



R. J. ELDER.

Truckman and Forwarder, of Summer and Devonshire Streets, and 298 Border Street, East Boston. Established 1869.

It is used chiefly in the process of tanning kid, dongola, and other light upper leathers.

No. 2 sells for five and one-half cents, No. 1 for six and one-half cents, making the value of the quantity imported here in 1895 \$120,000.

This, however, was the biggest year ever known here in the gambier business.

Of nitrate of soda, Boston imported direct in 1895 53,000 bags of 275 pounds each. The total importations for the east side of the United States that year were 830,000 bags. This chemical is used chiefly in the manufacture of acids, fertilizers, and powders; what comes here is consumed by the several large works of these lines located in the various Boston suburbs and outskirts.

For 1895 the total imports of alizarin dyes



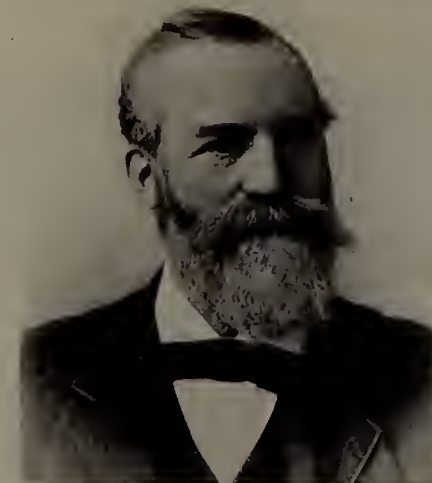
G. B. HOWARD,

Of G. B. Howard & Co. (G. B. Howard, M. D. Cressy), Teamsters and Forwarders, Clinton Market.



SIX-HORSE TEAM AND LOAD OF R. J. ELDER, Truckman, Summer and Devonshire Streets.

The boiler weighs sixteen tons, and is in transit from Fisk's Wharf to E. Hodge & Co., Liverpool Street. Mr. Elder does a general forwarding and transportation business; trucks for the Atlantic Iron and Machine Works, E. Hodge & Co., Boiler Works, the New York and Boston Dyewood Company, Bliss, Fabyan & Co., Commission House, the Lewiston Bleachery and Dye Works, Bates Manufacturing Company, and others. He has trucks for moving heavy machinery, a branch line in New York city, and employs about forty teams.



WILLIAM TYNER.

General Bonded Truckman. Office, Hawley Street, corner of Summer. He hauls for Shepard, Norwell & Co., Abram French & Co., A. Shuman & Co., and other leading concerns, and largely for the wholesale crockery, clothing, and jobbing trades generally.



MAJOR A. M. COOK.

Master Truckman, of 95 Cross Street. In the business for fifty-one years, hauling for Fitz, Dana & Co., St. Louis Stamping Company, Seavey Manufacturing Company, etc. Began with L. Powers & Son, doing work of James M. Beebe and other prominent merchants; then was partner of Charles Powers, son of L. Powers; then was of Evans, Powers & Cook, all the while at same stand, Hanover and Blackstone Sts. During his war service as Commander of the old Boston Light Artillery and Eighth Mass. Batteries his partners conducted affairs. Since 1891 he has been alone.



THE LATE J. MANNING,
Of J. Manning & Sons, Safe and Machinery Movers and Bonded Truckmen, 2 Bowker Street.



D. T. ELLS.
Boarding and Baiting Stables, 97 Richmond Street, between North and Fulton.



F. S. BILLINGS,
Of F. S. Billings & Co., Teamsters and Forwarders, 83 South Street.

were 6,356,182 pounds, valued at \$1,004,900. For

the same time the anilines, or coal-tar dyes, were imported to the value of \$2,835,000. These values are what the stuff costs in the country of production.



RAISING THE NEW OLD SOUTH BELL. By C. Bowen, Safe and Machinery Mover and General Teamster, 12 Chardon Street.

Bell weighs 3,285 pounds. From street to its place in the tower is 190 feet. Mr. Bowen has moved some of the largest safes in New England; in towns, for example, like Manchester and Concord, N.H., Lowell, Worcester, and Springfield, Mass., and Providence, R.I.

(290)

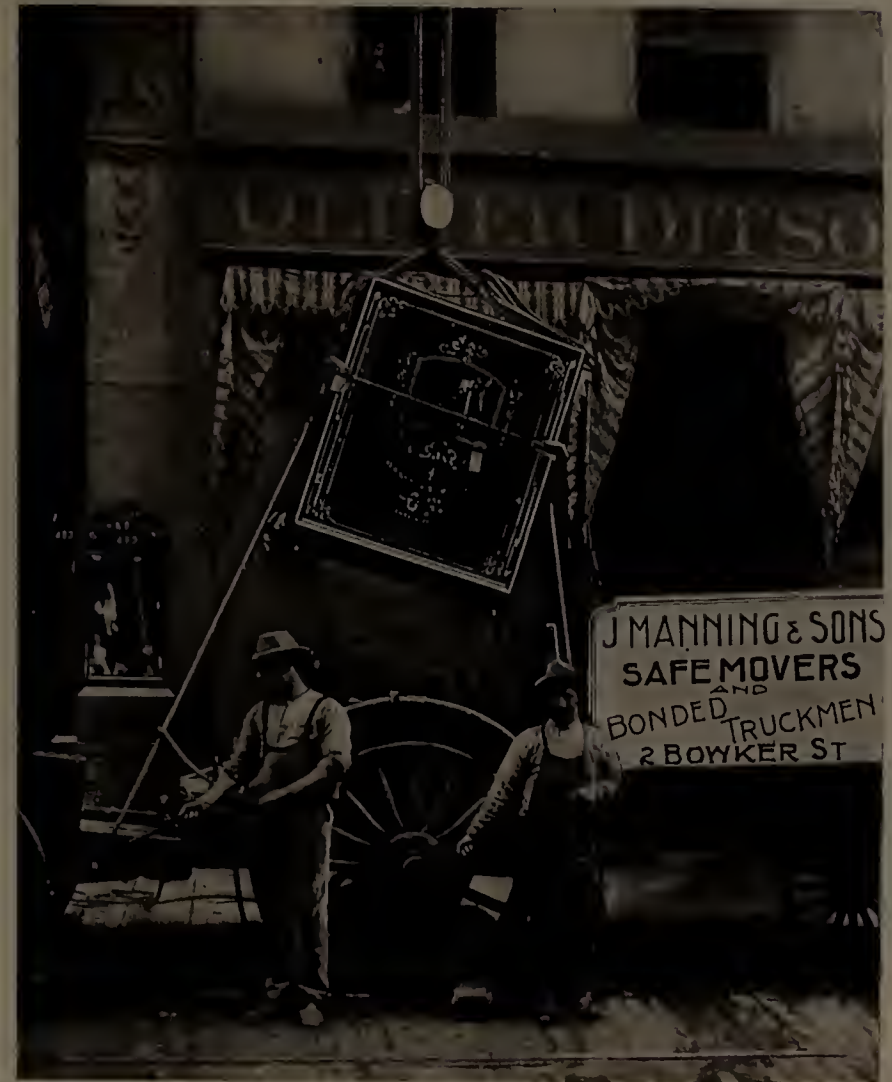
the most part in Germany (although some in France), and are used for giving color to both cottons and woollens.

FERTILIZERS.

In the manufacture of fertilizers there are only two big concerns here; viz., the Bradley and the Bowker Fertilizer Companies. The Bradley has its plant at North Weymouth, Mass. The acid works there are said to be the largest in the world. The Bowker has works in New

The addition of the duty makes it higher, of course, when resold here. Today these anilines and alizarins play a tremendously large and increasing part in the dyeing business.

They are made for



J. MANNING & SONS, Safe and Machinery Movers and Bonded Truckmen, 2 Bowker Street.

Established 1866. The cut shows the moving of an 8,000-pound Detroit safe, and illustrates their facilities for the business.



WALKER & CO. (E. S. Walker, F. J. Bush), Teamsters and Riggers for Machinery and Safe-Moving, 330 Atlantic Avenue.

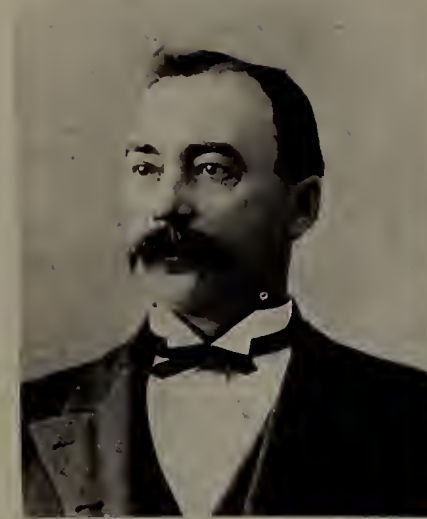
Cut shows portion of a job done by this firm in Dover, N.H., for the Cocheco Manufacturing Company; viz., moving of the 15-ton low-pressure cylinder of a compound parallel Green engine, made by the Providence Steam Engine Company, Providence, R.I., total weight 125 tons, one-third of a mile through the street. Rolls 9 feet by 8 inches were used.

Jersey and in Brighton, a Boston suburb. The two companies represent a capital of \$2,000,000 or more, and their combined output amounts to 100,000 tons; that is, between two and three

million dollars' worth. This output is shipped all over the region of country lying east of the Mississippi River. Between 600 and 700 people are employed in the manufacture of fertilizers.

PAINTS AND OILS.

In this business there are twenty-six firms, exclusive of a few small concerns that do a mixed business, and are not counted as much addition to the trade. Their combined capital is about \$1,500,000, and their total annual business \$6,000,000.



JOHN WILLIAMS.

Truckman and Dealer in Laths, Crate Ends, Boxes, and Packing Hay, 12 Mercantile Street. Factory and Stables, First Street, East Cambridge.



J. O. CHASE,

Of J. O. Chase & Co., Truckmen and Stable Keepers, 17 Batterymarch Street and 60 Lawrence Street, Charlestown.



FACTORY AND STABLES OF JOHN WILLIAMS, Truckman and Dealer in Laths, Crate Ends, Boxes, and Packing Hay, etc. First Street, East Cambridge. Office, 12 Mercantile Street, Boston.



HACK, BOARDING, AND LIVERY STABLE OF J. O. CHASE & CO., 60 Lawrence Street, Charlestown. Also, largely engaged in the teaming business, with office at 17 Batterymarch Street, Boston.



RODNEY McLAUGHLIN.

Accountant and Auditor, of 28 State Street. Widely known in connection with the Rutland Railroad and Concord & Montreal Railroad, and as Auditor for the Massachusetts Hospital Life Insurance Company, Rhode Island Hospital Trust Company, Edison Electric Illuminating Company, Boston Herald Company, Dwight Manufacturing Company, Manchester Locomotive Works, etc.

Boston supplies New England, which is the market for all the staples of the trade. In certain specialties considerable busi-



HENRY A. PIPER.

Auditor and Public Accountant, 40 Water Street, Room 60, Boston, Mass.



GEORGE T. STODDARD.

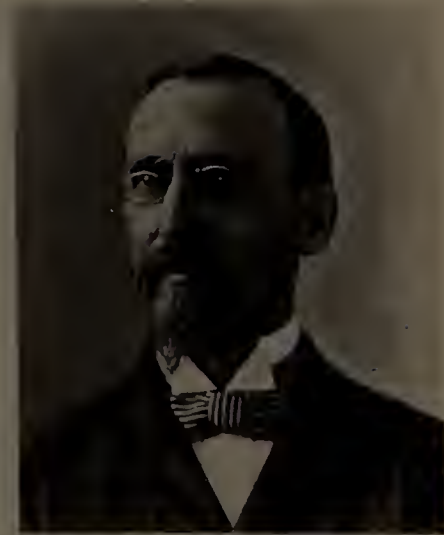
Expert Accountant, Auditor, Examiner, and Adjuster of Corporation, Mercantile, and Complicated Accounts. Over thirty years' experience with every variety of book-keeping in nearly every kind of business. Copper Mining Accounts and Savings Banks, specialties. 41 Mason Building, 70 Kilby Street, Boston.

finery and extensive shipping plant here in East Boston. The city is headquarters for quite a number of brokers and other partic-



H. D. BRADBURY.

Public Accountant and Auditor, 40 Water Street, Room 60.



AMOS D. ALBEE.

Public Accountant and Auditor, 630 and 631 Exchange Building, 53 State Street. Official Auditor Boston Chamber of Commerce. Municipal, Bank, Corporation, Probate, and Mercantile Accounts audited and Investigations made. References of the highest character.

urbs, too, are two of the most extensive glue works in the land,— the American and Baeder-Adamson concerns.

Standard Oil has a re-

ipants in the wholesale oil trade.

Among the illustrations of this work, both portraits and buildings, a very considerable representation of persons and firms in these various lines of trade; viz., oils, paints, chemicals, drugs, etc., will be found.

ness is done through the Middle and Western States.

One of the largest brush factories in the country, and one of the oldest also, that of the John L. Whiting Company, is located here.

In the sub-



ANDREW STEWART.

Accountant and Auditor, of 28 State Street. Associated with Rodney McLaughlin since 1893. Specialty: Corporation Accounts. Best known by reason of his successful adjustment of the tangled accounts of the great estate of Ex-Governor Coburn, of Maine.



EDWARD LUDLOW PARKER.

Auditor and Public Accountant, 68 Chauncy Street.



WILLIAM FRANKLIN HALL.

Accountant and Auditor, Exchange Building, 53 State Street, Boston, Mass.



CHARLES CARROLL KURTZ.

Expert Auditor and Accountant. A native of the city and a graduate of its schools. Member of the Bostonians, Art Club, Old School Association, and other local organizations. In his profession since 1868, with office at 4 Post-Office Square since March, 1875, and identified meantime with numerous important cases in New Hampshire, Massachusetts, and New York.



HIGHWAY, ARLINGTON, MASS. The work of H. S. Adams, Civil Engineer, 53 State Street.

J. W. Coveney is the postmaster at present. The Boston Post Office is a distributing centre for all the mails of the city and its suburbs within an area of 10×15 miles. The population of this district is about 687,000. Nearly 1,000 miles'



VIEW ON THE ESTATE OF C. A. GRISCOM, Haverford, Pa.

An abandoned quarry two years ago, littered with débris and with bare walls. Improvements designed and directed by Warren H. Manning, Landscape Architect, 1146 Tremont Building.

POSTAL SERVICE.

In point of net earnings and general postal transactions the Boston Post Office is third among those of the country. Only New York and Chicago outrank it in this regard. Indeed, not to draw invidious comparisons, the grand aggregate of its money-order business exceeds the business of the largest local banks.

The total money-order receipts at the Boston Post Office are now about \$7,105,000 a year, and the total disbursements nearly as much, the aggregate being about \$13,500,000 annually. The increase of moneys thus handled during the past twelve months has been about \$2,160,000. The mail matter handled increases in about the same proportion. During the year ending June 30, 1896, about 421,000,000 pieces of mail were received and distributed.

The total receipts of the Post Office here, exclusive of money orders, are \$2,775,000, that sum including sale of stamps, etc.

The office has 1,709 employés, 19 colored clerks and 10 colored carriers among them.

length of streets are covered by the mail carriers. The service rendered the business community, it is very generally conceded, is equal to that of any city in the land.



FRANK A. FOSTER AND STAFF OF SURVEYORS. (Civil Engineer, of 34 School Street, Boston.)

Engaged in making a survey for court purposes of Talbot-avenue sewer, opposite Franklin Field, Dorchester District of Boston.

TEAMING AND FORWARDING.—A BUSINESS HERE OF UNCOMMON PROPORTIONS.—THE MASTER TEAMSTERS' ASSOCIATION.—
FIGURES FROM OFFICIAL REPORTS.—DETAILS OF THE TRANSIT OF MERCHANDISE IN AND THROUGH BOSTON.



GEORGE S. RICE.
Civil Engineer, 95 Milk Street.



EDWARD SAWYER.
Civil Engineer, of 60 Congress Street.
In practice since 1860, with special attention to planning and superintending construction of manufacturing plants, sanitary and hydraulic works. Member American Society Civil Engineers, Boston Society Civil Engineers, and Boston Society of Arts.

IT has been estimated that every working day 100,000 tons of merchandise, or more, are hauled by teams through the streets of Boston. The average charge for this service is sixty cents a ton, so that the business done in this line here would be something over \$18,000,000 a year.

These figures were furnished the Rapid Transit Commission of the city several years ago. They were represented then a very conservative estimate, not taking into account certain elements of the business, and unquestionably with the growth of the city generally this business has largely grown since.

The bulk of the teaming here is in the hands of members of the Master Teamsters' Association, a body organized in 1891, which has now about 125 members. Of the 5,000 licensed teams of the city, employing 8,000 men and 9,000 horses, the greater number belong to its members.

Besides these teams specially licensed for public hauling, there



WILLIAM H. WHITNEY.
Civil Engineer, of 15 Court Square.
Educated at the Lawrence Scientific School. Established since 1861, and notable in the reclamation of the Back Bay district of the city.

are as many more in service, the whole number being accounted for as follows :

Licensed teams, 5,000; market teams, 500; coal, lumber, and ice teams, 1,500; contractors' teams, 1,000; bakers, grocers, etc., 4,000; express (not classed with licensed), 2,000; licensed carriages, 3,000; total, 17,000. These are conservative figures; the number is greater, certainly, rather than less.



A. S. N. ESTES.
Consulting Engineer, of 199 Washington Street.



VIEW OF "GRAVELLY POINT" IN 1871. Site of the Massachusetts Charitable Mechanics' Fair Building, Huntington Avenue, Back Bay District of the City.

The tide lands here were reclaimed after plans by William H. Whitney, Civil Engineer, of 15 Court Square.



EDWARD RUSSELL,
Of Edward Russell & Co., The Mercantile Agency, 65 Franklin Street.



EDWARD B. RUSSELL,
Of Edward Russell & Co., The Mercantile Agency, 65 Franklin Street.

The capital invested in this business, in horses, vehicles, stable property, etc., must be something like \$20,000,000, fully a half of which is employed in the business of teaming for hire.

In the return already referred to, as furnished the Rapid Transit Commission, are other interesting statistics. For example:

There are 4,350 tons of freight, of one kind or another, teamed to and from the domestic steamers every day during the business year.

From foreign steamship lines there are 2,500 tons of freight transported daily. This calculation does not take into account the vast quantities of freights transferred in cars to and from foreign steamers, nor does it include the



HOLLIS B. HILL.
Manager National Law and Collection Exchange, 84 Summer Street, Boston. Collections and Legal Business in all parts of the world.



GENERAL OFFICE OF EDWARD RUSSELL & CO., The Mercantile Agency,
65 Franklin Street.

Established 1843. Allied with R. G. Dun & Co., embracing 135 similar agencies in the United States and Canada.



OFFICES OF THE MERCANTILE LAW COMPANY (Inc.), 56 Bedford Street.
Mercantile Law and Collections Department of the Boston Merchants' Association. Beverly K. Moore, President and Manager; Kendall, Moore & Burbank, Counsel. Also Law Offices of Kendall, Moore & Burbank (Robert B. Kendall; Beverly K. Moore, Edwin C. Burbank).



F. F. RAYMOND, 2d,
Of Clarke & Raymond, and Clarke,
Raymond & Coale, Patent Law-
yers and Solicitors, 18 Pemberton
Square.

immense quantities
of freight trans-
ported by lighters.

As to railroad
freights daily
teamed through the
streets of the city,
the figures are offi-
cial. They are
furnished by the
railroad companies
themselves.

They show
that there are 25,-
500 tons of freight
teamed to and from

the railroad depots per day.

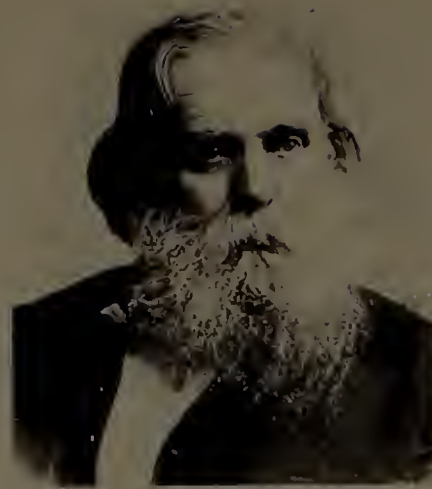
In 1890 there were 1,-
250,000 tons of coal teamed
in this city. The Coal Ex-
change reports show, landed
in the city for local delivery,
something like 4,300 tons a
day.

The Surveyor General
estimates the lumber carried
by teams through the city
as 300,000,000 feet a year,
or 1,000,000 feet a business
day.

In addition there are immense quanti-
ties of building materials of all kinds hauled,
such as brick and stone, lime, ironwork, etc.

A fair estimate puts this traffic at 5,000 tons daily.

The retail ice companies receive and deliver some 400,000
tons annually, a matter of 1,350 tons daily.



**THE LATE THOMAS WILLIAM
CLARKE,**

Of Clarke & Raymond, Patent Law-
yers and Solicitors, 18 Pemberton
Square.

The hauling
of 13,540 car-loads
of hay and 1,300 of
straw annually is
the equivalent of
500 tons daily, not
to speak of grain,
as to the hauling
of which commod-
ity figures are not
available.

No estimate
has been made of
the tonnage of
freights in transit
to and from coast-
wise and foreign sailing-
ships, a very considerable
item of the teaming business.

Nor is there included in
the grand aggregate of 100,-
000 tons per day the prodig-
ious movement of merchan-
dise from store to factory,
and generally in all direc-
tions in and about the city,
which, in the nature of
things, would not figure in
any official reports. Not
over half the tonnage teamed

in the city, indeed, originates with railroad
and steamship lines. Substantially all the
manufacturers of the city are dependent upon teams for the
transportation of the raw as well as finished material, used by
them, to and from their factories and business places.

Among those most largely engaged in this city in the



GEORGE O. G. COALE,
Of Clarke, Raymond & Coale, Patent
Lawyers and Solicitors, 18 Pem-
berton Square.



JOSEPH P. LIVERMORE.
Expert in Patent Causes and Patent
Solicitor, 40 Water Street, Sim-
mons Building. His brother,
Henry J., is associated with him
in the patent soliciting business.



WILLIAM QUINBY,

Of Wright, Brown & Quinby, Patents
and Patent Causes, 825 to 838 Ex-
change Building, Boston; 900 F
Street, Washington, D.C.



CHARLES F. BROWN,
Of Wright, Brown & Quinby, Pat-
ents and Patent Causes, 825 to
838 Exchange Building, Boston;
900 F Street, Washington, D.C.



**CHARLES SEDGWICK
RACKEMANN,**

Of Balch & Rackemann, Counsellors-at-Law, 23 Court Street. Present firm established in 1886.



M. F. DICKINSON, JR.

Counsellor-at-Law, 616 Exchange Building, 53 State Street.



HON. JOHN W. CORCORAN.

Ex-Judge, World's Fair Commissioner, Delegate National Democratic Convention, and Chairman Democratic State Committee; prominent as an Attorney, practising in all the Courts, State and Federal, and making a specialty of Corporation and Commercial Business.



JOSEPH W. SPAULDING.

Attorney and Counsellor-at-Law, 84 Summer Street. Practises in State and Federal Courts. General Counsel National Law and Collection Exchange.



HIRAM P. HARRIMAN.

Attorney and Counsellor-at-Law. Judge of Probate and Insolvency of Barnstable County.



WILLIAM B. SPROUT.

Attorney and Counsellor-at-Law, 7 Water Street. Engaged largely in Court Practice. Counsel for the West End Street Railway Company and other local corporations.

Many of the licensed teamsters make a specialty of some particular branch of the trade, as, for instance, safe and machinery moving, etc. Some haul for the produce trade, some the shoe trade, and so

forth. A number have very extensive establishments and large stables of horses.

The trade labors here under one

great obstacle, viz., the congested state of traffic in the crowded streets of the narrow and contracted business quarter of the city. Much has been done by

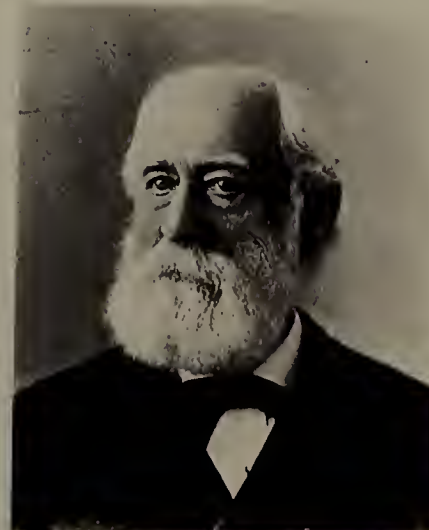
best to deal with these street blockades, and toward its solution the Master Teamsters' Association has lent its aid.

That body is largely represented herein. It was chartered "for the protection of its members, to cultivate acquaintance, and to promote



LOUIS M. CLARK.

Attorney and Counsellor-at-Law, 70 Equitable Building. Making a specialty of Commercial Practice.



ALBE C. CLARK.

Attorney and Counsellor-at-Law, 70 Equitable Building. Making a specialty of Conveyancing and Trusts.



WILLIAM H. PREBLE.

Attorney and Counsellor-at-Law and Notary Public, 202 and 203 Sears Building, corner Washington and Court Streets, Boston. Residence, 291 Bunker Hill St., Charlestown.



THE LATE WILLIAM E. RUSSELL.

Governor of Massachusetts, and prominent Attorney of Boston.

generally the teaming business." It meets monthly for social and business purposes, "How best to relieve the crowded condition of the streets" being a topic often discussed. Its officers are J. L. Norcross, President; A. L. Flanders and



THE LATE EX-GOVERNOR WILLIAM GASTON.



FREDERIC E. SNOW, Of Gaston & Snow, Attorneys, 8 Congress Street.



WILLIAM A. GASTON, Of Gaston & Snow, Attorneys, 8 Congress Street.

J. S. Hilliard, Vice-Presidents; Luke Hilliard, Secretary and Treasurer; and it has an Executive Committee of sixteen. To quote from one of its reports: "The Master Teamsters have won for themselves an honorable standing, and an influential position among the business men and business organizations of the city. By organization and agitation they have brought the community to a recognition of the dignity and importance of their calling. Business men have been awakened to the fact that in these times of improved machinery, enlarged

production, and progressive business methods, economical exchange has become one of the most essential elements of profit. Transportation is now the most important factor of all in the exchange of products, which is to say, in commerce. Rapid transit of merchandise is of as great importance to a commercial centre like Boston as rapid transit of passengers; and whatever tends to increase the cost of the transportation of merchandise in this age of close competition and narrow margins of profit will inevitably tend to drive business from that city in which the cost of handling is unduly increased by delays and extra expenses." This lesson has been impressed upon Boston, the trade centre, largely through the efforts of this organization.



VIEW IN THE OFFICE OF GASTON & SNOW, Attorneys, 8 Congress Street. This law firm is notable for its large practice. Its late senior member was Governor of the Commonwealth in 1875.



THE LATE WILLIAM G. RUSSELL.

Leader of the Bar.

THE PROFESSIONS.—BENCH AND BAR.—NOTABLES OF PUBLIC AND OFFICIAL LIFE.—FAMOUS PRACTITIONERS, PAST AND PRESENT.—
COURTS AND LAW OFFICERS OF THE GREATER BOSTON.—THE BAR ASSOCIATION.—LAW SCHOOLS.—OTHER PROFESSIONS,
ENGINEERS, CHEMISTS, ACCOUNTANTS, ETC.



WALBRIDGE A. FIELD.
Chief Justice of the Supreme Judicial
Court, Commonwealth of Massachu-
setts.

WITH courts and lawyers throughout the land the Massachusetts Reports have long been standard. This is especially true of the newer States and the States of the West generally.

The age and forward spirit of the Commonwealth, the variety and extent of its business interests, and, scarcely less, the intelligence and ability of its expounders of law, give special weight and value to the precedents

and opinions, the decisions embodied, and the principles laid down in these reports of its court proceedings. The State,

besides, has set an example in many matters of public policy; as to schools, for instance, and in the regulation of corporations, like insurance companies, for example, and in other directions; and thus has exerted an influence in the sisterhood of the Union far beyond the mere preponderance of numbers or of mass.

To this influence Boston,



CHARLES FRANCIS ADAMS, 2d.
Attorney-at-Law, 23 Court Street,
and Mayor of Quincy, Mass.



HENRY WALKER.
Attorney and Counsellor-at-Law, 42
Court Street.

centre of the social and commercial life of the State, has chiefly contributed through its Bench and Bar.

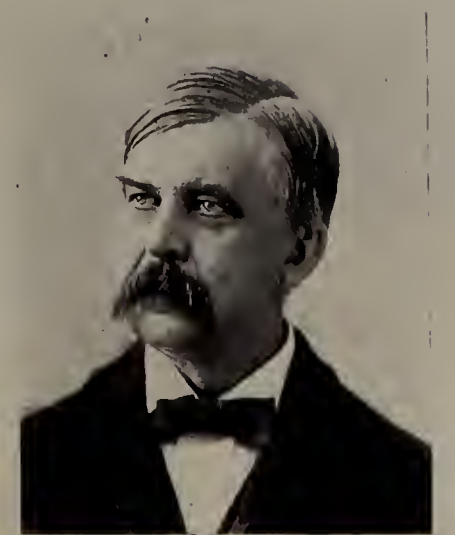
With Boston, in one way or another, the names of many noted lawyers are identified. This city has produced, or has afforded the field for, many men of the highest order of ability in the profession,—jurists, advocates, legislators, magistrates,—and with its colleges and courts and government

offices has been a school for many more, — a school which has steadily drawn to

it the best talent of New England, and which has sent others forth to distinction in the wider arenas of New York, the metropolis, and Washington, the capital, to be supreme judges, cabinet officers, foreign ministers, “grave and reverend counsellors,” so to speak, eminences in all the business of the great world and the higher walks of the State.



WILLIAM H. COOLIDGE.
Attorney, of 53 State Street.



EX-GOVERNOR JOHN Q. A. BRACKETT.
Of Brackett & Roberts (J. Q. A. Brackett, Walter S. Roberts), Attorneys and Counsellors-at-Law, 48 Congress Street.



JOHN LOWELL, JR.,
Of John Lowell and John Lowell, Jr., Attorneys and Counsellors-at-Law, 23 Pemberton Square.



GEORGE B. BIGELOW.

Counsellor-at-Law and Notary Public, of 34 School Street. Special attention given to Office Practice and to all matters connected with Real Estate, Probate, and Corporation Law.

Their names literally are legion, these eminences of the bar that have come out of the Old Bay State, or New England



EUGENE J. HADLEY.

Counsellor-at-Law, 6 Ashburton Place, Room 2.

rather, through the gateway of the "Hub." For as Paris is France and as all roads lead to Rome, so all Yankeedom, business and professional, focuses here. In those ponderous biographical tomes containing the record of the Suffolk bar, — from which we quote freely in this chap-



HENRY S. DEWEY.

Counsellor-at-Law. Special Justice of the Municipal Court of Boston. Office, 23 Court Street.

ter, — they are enumerated not by tens, but hundreds.

To this school came Daniel Webster, from rural New Hampshire, and from it proceeded to his triumphs in national legislation, diplomacy, and politics. From it came, also, Fisher Ames, Chief Justice Story, the



JOSHUA BENNETT HOLDEN.

Attorney for the Estates of Joshua Bennett and George Holden. Office, 92 State Street.

Adamses, Harrison Gray Otis, Charles Sumner, William M. Evarts, and Caleb Cushing, Attorneys-General Charles Devens and E. R. Hoar, N. P. Banks, Speaker of the House of Representatives, and Anson Burlingame, Minister to China. Here Rufus Choate won his laurels, and Ben Butler was long a familiar figure ;



CHARLES E. HELLIER.

Attorney and Counsellor-at-Law, 57 Equitable Building.

and here, as a lawyer, the sculptor Story began his career.

Of men still living, graduates from the same bar, Joseph Choate, the famous New York lawyer, was educated in the Law School of Harvard; Mr. Justice Gray was called from the bench of the State here to



ROBERT F. HERRICK,

Of Fish, Richardson & Storrow, Counsellors-at-Law. Offices at 40 Water Street, Boston, and 80 Broadway, New York.

that of the nation, and Richard Olney from his extensive Boston practice to a seat in the Cleveland Cabinet. The present Chief Justice of the State, Walbridge G. Field, has something more than merely local reputation in his profession.



EDWARD O. SHEPARD.

Attorney and Counsellor-at-Law, 52 Equitable Building.

Oliver Wendell Holmes, a son of the "Autocrat," is one of his associates on the bench. The Russells, John E. and William E., are



HARVEY N. SHEPARD,

Of Shepard & Hagar, Attorneys and Counsellors-at-Law, Exchange Building, 53 State Street.



GODFREY MORSE.
Attorney-at-Law, of 925 Exchange Building, 53 State Street.

lawyers, and so are Roger Wolcott, the Governor of the State, and the present Mayor, Josiah Quincy. Robert Grant, the "Century" essayist, is a Boston Judge of Probate, and the novelist, "J. S. of Dale," a successful Boston practitioner.

The lawyers of Boston number, according to the city Directory, 1,825.

The Bar Association has about 560 members.

Its officers are Solomon Lincoln, President; George O. Shattuck, Vice-President; C. P. Greenough, Treasurer; and Sigourney Butler, Secretary.

There are two flourishing law schools here, that of Harvard with 465 students, J. B. Ames, Dean; and that of Boston University with 345 students, Edmund H. Bennett, Dean.

The law courts of the State at Boston are as follows:

A Supreme Court of seven justices.

A Superior Court of sixteen justices. At present three of these judges are from Boston and two from the suburb of Brookline.



CHESTER W. CLARK.
Counsellor-at-Law. Office, Equitable Building. Admitted to the Bar March 12, 1878. Practice, general.

A Probate Court and Court of Insolvency for each county component of the city. These have the same judge but distinct jurisdiction.

A Municipal Court for Boston proper, with a chief justice and six associates.

Police Courts in the several divisions of the city, known as South Boston, East Boston, Roxbury, etc.

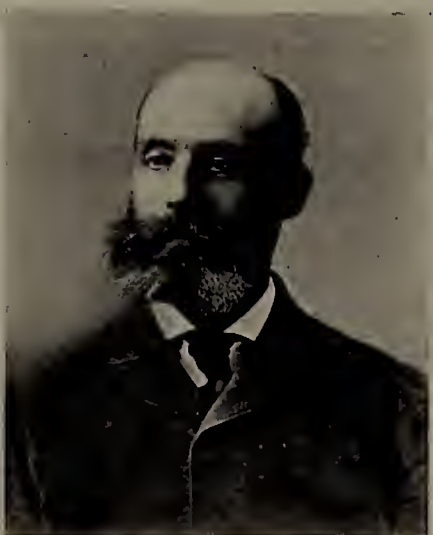
All judges are appointed by the Governor of the Commonwealth, by and with the advice of his council. They hold office during good behavior.

Boston also is the seat of two United States Courts,—the United States Circuit Court, Le Baron B. Colt and W. L. Putnam, Judges, and the District Court, Thomas L. Nelson, Judge, with Justice Gray, of the United States Supreme Court, also sitting when upon his regular circuit. The United States Attorney is Sherman Hoar, of Concord.

The lawyers are strong in the Legislature of the State, here called the "General Court," which body meets annually at Boston, beginning the first of the year, holding until the



ALEXANDER S. WHEELER.
Counsellor-at-Law, 511 Sears Building.



GEORGE A. O. ERNST.
Counsellor-at-Law, Equitable Building, corner of Milk and Devonshire Streets.



JOHN T. HASSAM.
Attorney and Counsellor-at-Law. Offices, 47 Court Street.



JOHN ALDEN LORING.
Attorney and Counsellor-at-Law, 23 Pemberton Square.



G. W. ANDERSON.

Attorney-at-Law, Rogers Building,
209 Washington Street.

business before it is completed. It is composed of two houses, 40 senators, and 240 representatives. Nine of the senators are from Suffolk County, 7 others from other divisions of Greater Boston, and the city in large has about 80 members in the lower house.

The law is largely represented in the various Boards of Commissions under which the city is directly and indirectly governed.

The principal commissions of this character are as follows:

Arbitration and Conciliation; Boston Police; Corporations; Gas and Electric Light; Harbor and Land; Highways (of the State); Insurance; Labor; Metropolitan Parks; Metropolitan Sewerage; Metropolitan Water; Nautical Training; Railroads (Steam and Street); Rapid Transit (Boston and Subway); State Police (chiefly an excise force).

A feature of the State government peculiar to Massachusetts is the Governor's advisory council, a cabinet of eight members (with the Lieutenant-Governor, nine).

The officers of the general government at Boston are these: *Postmaster*, J. W. Coveney; *United States Treasurer*, Jos. H. O'Neill; *Collector of Customs*, Winslow Warren; *United States Internal Revenue Collector*, E. J. Donovan; *United States Marshal*, Henry W. Swift.



WILLIAM H. H. EMMONS.

Justice East Boston District Court,
and Counsellor-at-Law, 10 Tremont
Street.

There are also stationed here a United States Pension Agent, Navy Paymaster, and officials of the army, Charlestown Navy Yard, Weather Bureau, Hydrographic Service, etc.

In the apportionment of the Congressional districts of the State, Boston gets one district entire, and two others

in part. The Greater Boston has, however, practically six. Its representatives now in the National Legislature are Messrs. John F. Fitzgerald, S. J. Barrows, W. E. Barrett, S. W. McCall, and Charles F. Sprague.

With its large, not to say also prodigious, business institutions and interests, and its numerous fiduciary concerns and corporations, the Hub affords an excellent field for expert accountants. Of the many established here some of the most noted have portraits in this chapter. As a city also of extensive and highly important enterprises, mechanical and commercial, it has numerous practitioners of the scientific professions, civil and mechanical engineers, architects, chemists, etc., a number of whom are also represented herein by portraits or illustrations of the work they have accomplished here or elsewhere in the land. The surplus wealth of the city available for investment, and the numerous schools here, tend to make the city a great centre of this professional life.



BENTLEY W. WARREN,

Of Proctor & Warren, Attorneys and
Counsellors-at-Law, Worthington
Building, 31 State Street.



AMOS L. HATHEWAY.

Attorney and Counsellor-at-Law, 10
Tremont St., Hemenway Building.



ARTHUR E. JONES.

Counsellor at Law, 60 Devonshire St.

BOSTON IN A NUTSHELL. — A SUMMARY OF THE BOOK.

SITUATION. — Massachusetts Bay, coast of New England; longitude, 71.4 W. (from Greenwich); latitude, 42.21 N.

DESCRIPTION. — Chief commercial city of New England and second American port; widely known from its various characteristics as the "Hub."

HISTORY. — Settled, 1630; incorporated, 1822; Revolutionary battleground, 1765-'83 (city of the Boston Tea Party and of Bunker Hill). Scene of Abolition movement, 1850-'61; and of great fire, \$75,000,000 damage, 1872.

AREA. — Metropolitan district, or Greater Boston (city proper and 30 suburbs), 273 sq. miles.

POPULATION. — (Some) 1,000,000 souls.

TAXES AND DEBT. — Assessment: Greater Boston, \$1,395,500,000; tax rate, \$12.80 per thousand (city proper); debt (city proper also), \$40,695,000.

DEATH RATE. — 22 per thousand, city proper.

WATER WORKS in progress, to cost \$27,000,000.

EDUCATIONAL FACILITIES. — Conceded the foremost city in the land in this regard. Seat of Harvard, Mass. Inst. Technology, and other higher institutions, and of libraries containing more than 1,000,000 volumes, the Public Library, occupying one of the finest buildings in America, among them.

SOCIAL ADVANTAGES. — An old city of literary reputation, with art schools and collections, theatres a score, churches of every order and creed, charitable and eleemosynary institutions innumerable.

PUBLIC IMPROVEMENTS IN PROGRESS. — Subway, \$5,000,000; new R.R. depot, ground inclusive, \$7,000,000; other railroad work, \$2,500,000.

BUILDING IMPROVEMENTS. — \$25,000,000 annually.

REAL ESTATE TRANSFERS. — \$50,000,000.

BANKING. — Capital (National Banks), \$73,450,000; deposits, \$130,875,000; total resources, \$234,270,000; clearings, \$4,750,000,000 annually.

RAILROADS. — 5, viz.: New York, N. H. & H. (Old Colony system), New England R.R., Boston & Albany, Fitchburg, and Boston & Maine.

STEAMSHIP LINES. — Coastwise, 18; foreign, 10; transatlantic, 6.

VESSELS. — Arrived and departed 1895, 4,353; tonnage, 3,146,236.

CHANNEL. — 23 ft. low, 33 high water. (In course of improvement.)

FOREIGN TRADE. — \$175,000,000 annually.

TOTAL MARITIME BUSINESS. — \$350,000,000.

JOBGING. — Boots and shoes, \$150,000,000; produce, \$100,000,000; leather, \$50,000,000; wool, \$50,000,000; dry goods, \$49,000,000; groceries, \$30,000,000; rubber goods, \$25,000,000; cotton, \$27,000,000; clothing, \$25,000,000; sugar, \$23,000,000; total, \$750,000,000.

MANUFACTURES. — \$412,500,000.

GRAND COMMERCIAL AGGREGATE. — \$1,500,000,000 a year and upward.

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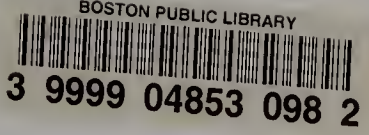
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